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A FISHERMAN PUBLICATION

The Long Island FISHERMAN

The Largest Weekly Sportfishing Magazine in the United States!

November 26th, 1981 ★ Volume 16, Number 47 ★ 16th Year of Publishing ★ SEVENTY-CENTS

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THIS WEEK'S WINNING NUMBER IS:

967-AUJ

LAST WEEK'S WINNER IS:

No call was received by the Wednesday deadline, therefore there is no winner for last week's L.I.F. Bumper Sticker Contest.

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	Capt. BEN LITWIN	STARSTREAM II			COMMODORE
	CAPT. ROD	Capt. LOU FLEET			
	CAPT. JOSEPH	Miss FREEPORT			

The Long Island FISHERMAN

The Largest Weekly Sportfishing Magazine in the United States!

Volume 16, Number 47 **November 26th, 1981**

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More and more anglers are seeking the challenge of taking trophy fish on fragile tackle. Pete Koutrakis tells how to go about it on page 14.

COMING NEXT WEEK: **BAITLESS COD**

Richard Reina PUBLISHER
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Pete Barrett CONTRIBUTING EDITOR
W.A. Muller MANAGING EDITOR
Stu Miller ADVERTISING MANAGER
Tim Coleman CONTRIBUTING EDITOR
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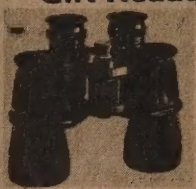

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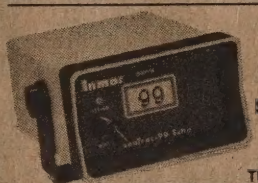

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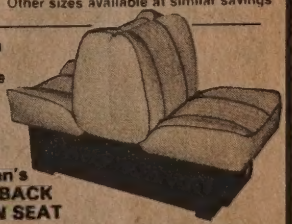

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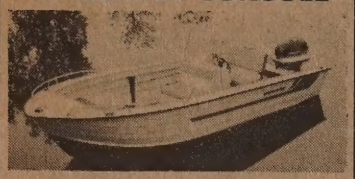

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Pass It On...

L.I.S.P.R.C. FISHING PERMITS 1982

Long Island State Park and Recreation Commission General Manager John G. Sheridan has announced that the following three types of fishing permits for Long Island State Park facilities will be issued for 1982:

SPORT FISHING PERMIT: Valid year-round for after sunset parking for the purpose of night fishing ONLY at Captree, Heckscher, Hither Hills, Jones Beach, Montauk Point, Robert Moses, Sunken Meadow and Wildwood State Parks. These permits, for which there is no fee, may be obtain (in person only) at the parks listed and at the Permit Office, Long Island State Park and Recreation Commission Headquarters, Belmont Lake State Park, Babylon, from January 1 to April 30 and from September 7 to November 30, 1982 ONLY. Sport Fishing Permits will NOT be issued from May 1-September 6. (Seven-day permits for new residents, vacationers, etc., may be obtained during this period at the Permit Office and at Hither Hills State Park ONLY.)

Additional regulations for Sport Fishing Permits are as follows:

Jones Beach—night parking limited to Parking Field #6, #10 and West End #2.

Robert Moses—night parking limited to Parking Field #2: (*WINTER ONLY—permit also valid for sunrise to sunset parking at Field #4.)

Sunken Meadow—night parking limited to Parking Field #1. (*WINTER ONLY—permit also valid for Parking Field #3.)

***Winter**—October 1-December 31.

BEACH VEHICLE PERMIT—allows access to designated beach areas at Robert Moses (Democrat Point), Hither Hills and Montauk State Parks. These permits, for which there is a $15 annual fee, may be purchased at Robert Moses and Hither Hills State Parks from January 1-April 30 and from September 7-November 30, 1982 ONLY. Beach Vehicle Permits WILL NOT be issued from May 1-September 6. (Seven-day permits for vacationers, valid at Hither Hills and Montauk State Parks ONLY, may be obtained, free of charge, during this period at Hither Hills State Park ONLY.)

Additional regulations for Beach Vehicle Permits are as follows:

All vehicles must be equipped with fishing equipment, a shovel, rope (or tow chain) and sanitary facilities.

Hither Hills & Montauk Pt.: Permit valid 24 hours daily year-round.

Robt. Moses (Democrat Pt.): Permit valid: 24 hours daily from April 1 to Thursday, May 27 at 5PM and from 12:01AM, Tuesday, September 7 thru December 31, 1982. Effective 5PM Thursday, May 27 to 12:01AM Tuesday, September 7, vehicles may enter Democrat Point before 7AM or after 5PM ONLY. Vehicles may remain on the beach for no more than 24 consecutive hours.

Beach Vehicle Permits also allow all privileges of Sport Fishing Permit.

CAUMSETT STATE PARK—allows bona fide sport fishermen (who have fishing equipment, bait and/or lures) to drive to and from the fishing parking area ONLY and are valid only during hours and days specified by the Park Superintendent.

A lottery system will be used to issue a total of 450 permits, for which there is an annual fee of $10.

Applications must be submitted not later than close of business on Friday, January 15, 1982. Applications will be available **beginning December 1, 1981** at Caumsett State Park and Long Island State Park and Recreation Commission Administration Headquarters. Applications may also be obtained by sending a stamped, self-addressed envelope to: Caumsett Fishing, P.O. Box 247, Babylon, New York 11702.

A drawing will be held at 2PM on Tuesday, January 19, 1982 at Long Island State Park and Recreation Commission Headquarters (Belmont Ave., North Babylon), at which time applications will be assigned numbers according to the order in which they are drawn up to 600. (Applicants are invited to attend the drawing.) Permits will be issued to the first 450 and the next 150 will be placed on a waiting list.

The $10 annual fee IS NOT TO BE submitted with applications. Following the January 19 drawing, all applicants will be notified as to whether or not they are among the 450 to receive a permit (and/or the 150 to be placed on the waiting list). Those 450 successful in the drawing will then be required to submit the $10 fee and will receive their permit by return mail.

NOTE: 1981 Caumsett State Park Fishing Permits will remain in effect thru January 31, 1982.

All of the herein mentioned permits (Sport Fishing, Beach Vehicle, Caumsett State Park) will expire on December 31, 1982, regardless of date issued.

Additional information may be obtained by calling (516) 669-1000, ext. 224, 225—9AM-5PM., Monday thru Friday.

HIGH HILL STRIPER CLUB ACCEPTING NEW APPLICATIONS

The High Hill Striper Club is an active surf fishing club and will be accepting applications for new members until April, 1982. In addition to its members interest in catching bass, blues, and weaks from the surf, many of its members are involved in legislative action to protect habitats and fish stocks as well as conservation efforts. That is, members of this fishing club believe actions speak

louder than words. As of September 30, 1981 club members had released over half a ton of bass over 15 lbs., and weaks and blues over 5 lbs.

The High Hill Striper Club is also participating in this year's New York Surf Fishing Contest and again leads the pack with 1145 points. The nearest competition has 550 points. The Club will be accepting applications for new members during the winter period and if you are interested in joining a hard-fishing surf club and would like to share in a long tradition of High Hill pride, you can call Tom Fitzsimmons during working hours at (516) 487-7822.

"SALTY" FLYRODDERS HOLD OPEN HOUSE

On December 7, 1981, "Salty" Flyrodders of New York will hold Open House at Glen Cove Sports Shop, 189 Forest Avenue, Glen Cove, N.Y. at 7:30PM.

John Cacciola will give a program on rod building, selection of blank and components for beginner and expert. New techniques will be demonstrated during actual building of sample rod. All are invited free. For directions, call (516) 676-7120.

New Products

1982 LURE & WIRE CATALOG FROM SEVENSTRAND

The introduction of Sevenstrand's family of Clones two years ago has created more world-wide excitement among blue water fishermen than any lure introduced over the past decade. Rigged baits are quickly becoming a thing of the past. Wherever big game fish congregate, fishermen in growing numbers are trolling and scoring with Sevenstrand's Clone.

In addition to the popular Clone family of five, this year's full color, 16-page catalog features a new trend setter: Clout. Researched and developed over years, this all-purpose, double tailed, full bodied, vinyl lure has proven deadly on all three coasts with impressive catches of barracuda, bluefish, kelp bass, bonito, flounder, halibut, sculpin, sea trout, sheepshead, striped bass, rooster fish, and weakfish being reported. The Clout virtually fishes itself—any drift or current eliminates the need for rod action by the angler. This is the hottest new jigging, casting, and trolling lure to surface in years.

The 1982 Catalog contains full color photographs, descriptions and specifications on all Sevenstrand's quality lures and rigging components, including wire and leader materials.

Send $1.00 for your copy of Sevenstrand's 1982 Lure and Wire Catalog. Write: Sevenstrand Tackle Corp., 5401 McFadden Avenue, Huntington Beach, CA 92649.

NEW STRAIGHT LINE DEPTH RECORDER FEATURES CASSETTE LOADING OF CHART PAPER

The new Si-Tex/Honda HE 300 straight line/white line depth recorder is a low cost fish finder designed for coastal and offshore sport fishermen.

The HE 300 features a cassette loading device to simplify reloading of chart paper roll. To change paper roll, operator opens front access door and presses release latch and the used paper cartridge pops out. The refilled cartridge slips into place with a snap and the unit is ready to begin recording immediately.

Two models are available and come complete with a matching transducer. The Model HE 300A utilizes a 200 kHz transducer and has a range scale divided into six ranges from 0-60 down to 480 ft.

Model HE 300B is designed for offshore fishing. Depth range is from 0-20 fathoms down to 160 fathoms in six calibrated ranges. It utilizes a 50 kHz transducer.

Both Models produce 100 watts effective (800 watts peak) power and operate off 12 VDC electrical systems.

For more information on the Si-Tex/Honda Model HE 300, write: Si-Tex, P.O. Box 6700, Clearwater, Fla. 33518.

TOP OF THE CORTLAND LINE

Cortland Line Certified Fishing Pro Shops are carrying two custom-made fly rods—one graphite and one fiberglass—that are designed for the serious angler. Careful attention to the cosmetics of both rods qualify them as presentation pieces. Both have the balance and action needed to handle designed line weights smoothly and efficiently with exceptionally accurate presentation and fish control.

The Cortland Black Diamond Series graphite rods are designed in 16 different weights and lengths for fishing tiny trout flies or larger popping bugs and streamers. The rods are black graphite with black and silver wraps. The two sections are joined by an internal graphite ferrule. The stripping guide is aluminum oxide while the snake guides and tiptop are hard chrome. The grip is specie cork with rear flare to support the heel of the hand.

The Leon Chandler Signature Series fiberglass rods are made in light and middleweight models. They are deep brown color with brown and tangerine wraps. The rods were designed and tested under the supervision of Cortland's senior pro whose name they carry. Cortland packages both rods in cloth sleeves and brushed aluminum tubes.

KEY WEST FLORIDA

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TORTUGAS SAFARIS

TWO 2 DAY TRIPS WEEKLY!

Leave Mon. 11PM, Ret. Wed. 5PM
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★ INTRODUCING NEW ★
"FAR WEST" DEEP WATER SAFARIS
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3. Passenger Reservations Limited! Plenty of fishing room!

4. FREE BUNKS—A bunk for everyone. Not just a limited few!

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Write:

YANKEE CAPTS.
33C Boundary Lane,
Key West, Fla. 33040

—Or Call—
(305) 294-7009

D'AMATO AND LENT CO-SPONSOR TUNA BILLS

by Al Ristori

New York Senator Alfonse D'Amato and Congressman Norman Lent have signed on as co-sponsors of the tuna protection legislation introduced in their respective branches of government. Senator D'Amato is a co-sponsor of Senator Lowell Weicker's bill S.1564, while Rep. Lent supports H.R.4457, introduced by Representatives James Howard (D-NJ) and Claudine Schneider (R-RI). Both bills would add tunas to the 200-Mile Limit Act, thus providing U.S. protection and management of those important species found off our coasts.

Apparently, readers of this column have been writing letters to their Senators and Representatives—and the outlook for eventual conservation of the bluefin tuna is becoming a little brighter all the time. However, much more must be done—especially in view of the opposition of the House Merchant Marine and Fisheries Committee leadership. Chairman Walter Jones (D-NC) has sent a letter to other representatives stressing the importance of the West Coast tuna industry and indicating that U.S. assumption of jurisdiction over tunas would have serious implications for those high seas fishermen. What's more, he states that "Inclusion of tuna within our 200-mile zone would signal other nations to do likewise"—apparently unaware that the Latin countries he's worried about have always claimed tuna within their 200-mile limits, and couldn't care less about the domestic position of the United States on this issue!

The chairman of the Fisheries Subcommittee of the House Merchant Marine and Fisheries Committee is similarly opposed to ending the tuna exemption. Representative John Breaux (D-LA) is also trying to please the West Coast tuna interests, while assuring East Coast fishermen that they can use their control of billfish to impede the Japanese longline effort. The ranking Republican on the Subcommittee, Ed Forsythe of New Jersey, has taken a similar position—seemingly trying to steer a path between the sportsmen he's traditionally supported and the desires of both the Subcommittee and Committee chairmen. Though our support is building, it's unlikely that we'll achieve the objective unless Forsythe changes his position.

As previously noted, Representative Forsythe is trying to convince the State Department to press for adoption of a coastal state preference for the United States on tuna at this month's meeting of the International Commission for the Conservation of Atlantic Tunas (ICCAT). Representative Lent was one of the co-signers of Forsythe's letter to Secretary of State Alexander Haig, and he hopes this move will effectively terminate the Japanese bluefin fishery in our waters. If State accepted that proposition and it was adopted by ICCAT, it would indeed solve many of our problems in regard to the bluefin tuna. However, the chances of that happening are very slim indeed. Those interested in saving the bluefin tuna should keep up the pressure on our elected Federal officials with letters, telegrams, mailgrams, and phone calls.

Japanese Longliners had Good Fishing in September

During September, 38 Japanese longliners fished the Atlantic Fishery Conservation Zone and enjoyed good fishing in the area from 90 miles east of Norfolk, Virginia to 80 miles south of Nantucket Shoals. Tuna accounted for 40% of the catch, with only one bluefin included. More bluefins will be encountered this month and next. Some 7% of the catch was billfish, with white marlin making up 52% of the billfish hooked and swordfish accounting for 44% (494 individuals). Mortality rates on the released billfish remained very high at around 65%. NMFS observers tagged 248 sharks and 75 billfish during the month.

Bad news from the Southeast Observer News is that the observer contractor, Raven Research System, Inc., has reduced its observer force from twenty-two to three in view of funding uncertainties for the 1982 fiscal year. In other words, we're back to square one in terms of observer coverage on the Japanese longliners—and the Congressional commitment made last year in this regard appears to be so much hot air!

Anglers to Benefit From Westway Project

According to the Sport Fishing Institute, anglers will gain some benefits from the recently approved Westway project in lower Manhattan. Westway is a 4.2 mile, six-lane highway that will be built in a tunnel through landfill along the Hudson River, from the Battery to 42nd St. The old elevated West Side Highway will be torn down and the rubble transformed into valuable fish habitat.

The New York Department of Transportation has directed the construction firms to chop the concrete pavement, weighing more than 30,000 tons, into blocks approximately 12 feet long by 4 to 7 feet wide. They will be transported to the site where the New York Department of Environmental Conservation is developing the Rockaway artificial reef. The 412,000 cubic feet of rubble will more than double the bottom area containing habitat within the two miles long by one mile wide Rockaway Reef. This new material will be dumped on the northern half of the site in a grid system with at least one hundred feet between dumps. A minimum water depth above the dumped material of twenty-three feet will be maintained, and it will take about 18 months to complete the project.

Everglades Protection Association Honored

The Everglades Protection Association was recently honored by the Florida Wildlife Federation as Conservation Organization of 1981. According to the Federation, "Although it is one of Florida's youngest environmental organizations, it [The Everglades Protection Association] has attained a momentum which equals that of many of Florida's senior organizations. In a few short years, the Everglades Protective Association has become the environmental sentinel for that sixty percent of Everglades National Park—its great mangrove forest and Florida Bay—which is the vital habitat for one of the great tropical marine fisheries of the world."

Accepting the award was Executive Director Don Miller, formerly editor of Long Island Fisherman. Under Miller's leadership, the Association has kept on top of all problems

(Continued on page 28.)

CODFISH SEASON

BY FRED GUARDINEER

CODFISH ARE THE BIGGEST FISH AVAILABLE TO OFFSHORE SINKER BOUNCERS AND FUN TO FISH FROM ANCHORED OR DRIFTING PARTY AND PRIVATE BOATS. THROUGH THE WINTER SEASON COD AND THEIR RELATIVES ARE ABOUT THE ONLY BOAT FISHING SPORT AVAILABLE. COD STEAKS AND FILLETS MAKE THE OFTEN COLD WEATHER ENDURANCE CONTEST ALL WORTH WHILE. *PICK A BOAT WITH A CABIN!*

CODFISH ARE VORACIOUS EATERS RANGING DEPTHS FROM 60 TO 500 FT. DOWN AND ARE FOUND ON THE OPEN BOTTOM, WRECKS AND REEFS.

LARGEST ON RECORD 211 LBS. & 6 FT. BUT NOWARE MOST COMMON FROM 3 TO 25 LBS.

THEY LIKE PLENTY OF BAIT SUCH AS SEVERAL WHOLE SEA CLAMS ON THE HOOK.

GLUTTONS AT HEART, THEY WILL TAKE MACKEREL, BUTTERFISH AND ANY LEFT OVER BAITS FROM YOUR FREEZER.

TACKLE IS AS VARIED AS THE FISHERMEN WHO BOARD THE BOAT WITH RODS RANGING FROM SURF RODS TO ULTRALIGHT.

MOST ANGLERS USE A 7 FT. SPRINGY ROD WITH A LIGHTWEIGHT 3/0 SIZE REEL. YOUR BLUEFISH JIGGING ROD AND REEL WILL DO JUST FINE.

40 LB. TEST MONO IS THE LINE MOST USED.

CODFISH RIGS, BOTH HOME-MADE AND STORE BOUGHT ARE OFTEN ENGINEERING MARVELS COMBINING HI-LO HOOKS ON 50 LB. LEADERS PLUS LOTS OF SURGICAL TUBES, BEADS, SPINNERS AND 3-WAY SWIVELS.

MOST PRODUCTIVE IS SIMPLY A 10 OZ. SINKER ON THE END OF YOUR LINE WITH A 6/0 OR 7/0 HOOK TIED WAIST HIGH FROM THE SINKER AND LOADED WITH PLENTY OF BAIT- *AND LET IT SIT!*

I LOVE THOSE BOTTOM HOOKS ON THE FANCY RIGS!
GLOB OF CLAMS ON SINGLE 6/0 OR 7/0 HOOK
3 FT.
40 LB. TEST MONO LINE
DROPPER LOOP
END LOOP
CLAM SHELL CHUM
10 OZ. SINKER
YOUR FRIENDLY EVER PRESENT DOGFISH

WHY?

by William A. Muller

WHY? There are many ways to ask a question and perhaps the most demanding and insightful way is to ask why, because it demands a more complicated answer and, therefore, the answer will deliver more information to the one who asks the question. For example, if we ask "What is that man's name?" we get a short answer—John Smith. If we ask **why** he has a name, or **why** his name is John Smith, we will get an array of information that might provide insight from such diverse fields as religion, politics, and history. So, hats off to our readers who have asked WHY?

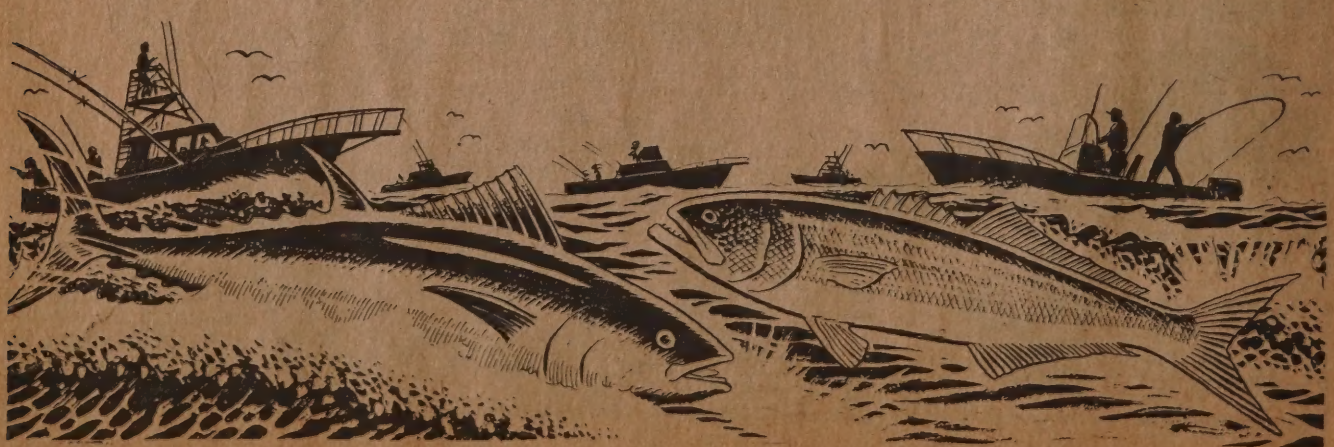
BILL CAKAMICO OF ASTORIA. "I would like to know why fish fight the way they do. Why does a bluefish fight with so much power, a weakfish make runs, a blackfish tug, etc.? Is it the size of the tuna's tail that explains the magnitude of the fight it gives? It seems that porgies all fight the same. Is there a reason for this? I would imagine that a good fisherperson can tell what kind of fish is on right away by the fight. Is that true?"

MANY REASONS. Fish do fight pretty much along species lines. Each fish has its own way of doing things, yet even within members of the same species there is individuality. On the same tide you may catch one fish that fights its heart out, while another of about the same size comes in like a dog. Often the strength of the battle has more to do with water temperature or the way the fish is hooked than anything else. For example, fish caught on plugs may be hooked in such a way that part of the plug is in their mouth. This arrangement forces the mouth open and when the fish makes a run water will move rapidly through the mouth and out the gills. This type of uncontrolled water movement through a fish amounts to drowning. The fish thus stops running and the fight may be mediocre. Much the same happens when baitfishing and the fish takes the hook deep. A gut-hooked fish usually loses a lot of its vigor. Water temperature affects the fight of a fish, too. A weakfish is a good example here. Weaks taken in the spring when the water is cold may put up a meager struggle (and that may be a generous appraisal). However, by early summer when the water warms up this same fish can be a dynamo. Blues and bass are less affected by water temperature. However, bass vary more than the other two in terms of the individual fight. Some bass have all the heart in the world and will fight to the point of total exhaustion. I caught one 8 lb. fish years ago that fought like a twenty pounder and died as I guided it up onto the beach. Other bass give up right away. Another example: I caught a 26 lb. bass some years ago that I remember because it came in like a three pounder.

BLUES MORE CONSISTENT. Bluefish are generally bulldogs all the time. They seem to have no proper regard for their size. Each and every blue, be it one pound or twenty, must believe it weighs fifty. I have caught a few from the beach that didn't know which way to run. I remember one fish that hit and then I felt nothing. Since I also didn't feel any resistance from the plug, I began to reel in rapidly, guessing that the fish had bitten me off. As I reeled I looked down on the sand slightly to my right and behind me and there was an 8 lb. blue with my plug in its mouth.

ANATOMY AND PHYSIOLOGY. Actually since fish evolve and adapt to species life styles or **niches**, their anatomy and physiology have changed through thousands or even millions of years to help them succeed at that life style. Some of the ocean's fastest species are built like torpedoes and, indeed, that's probably where the Navy got the idea for torpedoes: fish! Take the tuna that you mention in your letter. Tuna have tapered snouts so that the head pierces through the water and pushes the water away leaving swirls that actually push them from behind. They can tuck their fins into grooves along their bodies to reduce drag. In addition, the rest of the body is sleek and tapered.

SHAPE IMPORTANT, BUT! A comparison of body shape among fishes reveals quickly that the fastest fish have the leanest and sleekest body shapes. Fish like the tuna family, the bluefish, the barracudas, the jacks are examples; but body shape alone is not enough if there is nothing to power the body forward. Living animals produce energy in the same way. That is, they combine foodstuffs with oxygen in the cells to release the energy bound in the foodstuff. In many ways, it is like burning paper or wood except that it occurs much more slowly so that there is no flame. This kind of controlled burning allows the released energy to be channeled in productive directions. Therefore, logically we can expect that the fastest fish will "burn up" food faster and they do. Second, how does the fish deliver the energy to the parts of the body where the energy is needed? Again, there is similarity among the animals. All higher animals have a circulatory system that



includes a pump (the heart) and a tubular highway (veins and arteries) to transport the blood within from point A to point B. Thus, the faster an animal produces and uses energy, the faster will it need to be transported from where it is stored to where it is used. The key then becomes the physiology (function) and anatomy (form) of an animal's respiratory and circulatory systems.

PORGY OR TUNA?!?!? In your letter you mention that bottom species seem to fight in a similar way. We can predict the fight put up by a porgy, a flounder, or a sea bass. Why? Bottom dwelling species do not swim rapidly for great distances. They do not have to chase down their food over the expanses of the ocean or the estuary. Instead, they work along the bottom and eat whatever is readily available even if it is dead. Therefore, these fish need and use less energy and have less of a need to deliver the energy to various parts of its body quickly. If we then cut through the body we find white meat and little bleeding. This we attribute to a delicate tasting fish. Why? Before we answer that let's look at the internal anatomy of a speedy fish like a tuna. Let's pretend that we are dissecting through the mid-section of the fish. As soon as the knife penetrates the skin of the fresh caught tuna the blood within the animal begins to ooze out. As our knife makes its way deeper into the animal, the blood may shoot out if we cut an artery. The flesh is not white. In fact, it is grey or red. Why? The tuna, or any fast fish, has a more extensive circulation system than the bottom dwelling flounder. There are more big and small arteries and veins that run through the muscle tissue and capillaries abound. The flesh appears red because of the amount of blood that is in the muscle tissue. In fast fish where the flesh is grey (such as bluefish) there are somewhat fewer blood vessels and less blood. The grey is a result of the combination of blood vessels and blood along with more oils. The oils are fats and the faster fish have more fat in their tissues because fat is an animal's way of storing food. This is convenient and efficient because fat contains more energy per weight and volume than either carbohydrates or protein. In some fast fish, the oils may rise to the skin surface after death. If the fish is in the water, the oils can produce a "slick" since oil and water do not mix and the oil rises to the surface. The faster fish will have more connective tissue, too, such as cartilage and similar tissue that supports the musculature. This is typically a grey looking tissue.

CHECK THE GILLS. A comparison of gill tissues reveals another difference. The gills of a flounder or a porgy are much more limited in size and complexity than the gills of a tuna. Again, the complex and extensive tuna gills can exchange the waste gases from the burning of energy inside their bodies with oxygen in the water faster. It would be wasteful for a flounder to have such gills and probably would put the flounder at a competitive disadvantage. Thus, through evolution, Nature experiments and the best of her experiments survive, while the poorest do not and most of the mediocre do not. The result is an animal that is the most "fit" to the particular niche and habitat where it is found and where it survives.

LONG WINDED! Well, I've done it again. Without meaning to, one of your terrific letters has inspired me to yet another endless answer. I hope that it answered your questions Bill Cakamico, but I also hope that others of you have wondered about much the same thing. The diversity and beauty of Nature are remarkable. I hope we all "take time to smell the flowers" as life goes by.

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Winter Maintenance: Waders

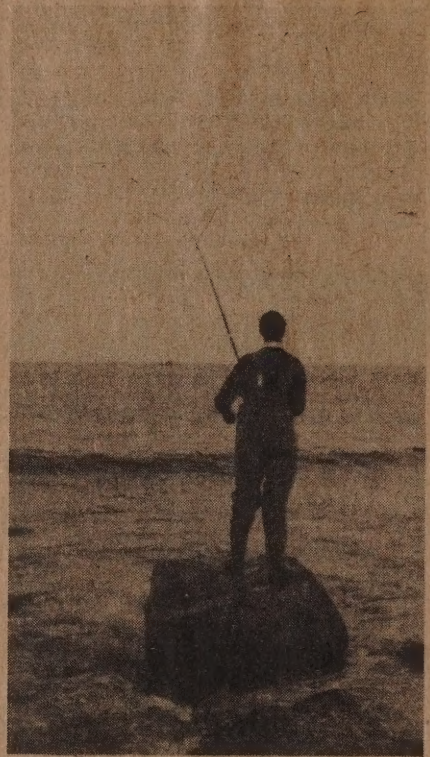
by Andy Regina

The off-season can be extremely frustrating, especially for the confirmed beach rat. Unlike his seagoing brothers, he has no sanity-saving codfish trips to break up the monotony, and if he cannot get out to some warm water confluences like those produced by power plants, he is virtually up that creek without a paddle until the following spring. The long, dreary winter can be a blessing in disguise, saving senseless boredom, future fishing time, and possibly some hard-earned cash, if we apply it towards performing some simple maintenance on our fishing equipment.

Recalling a recent fiasco, where I encountered one disaster after another when I attempted a surf-casting venture after a very long layoff, I'd like to pass along some hard-earned advice that may save you a similar experience. Waders that literally disintegrated, tackle that did not function properly, and vital equipment that failed at a critical point all made what should have been a pleasant experience one that I will never forget anyway, but for a different reason.

As human beings, we are all subject to human failings. My greatest failing is laziness: I hate work and am always looking for shortcuts whenever I cannot completely avoid working altogether. My second greatest failing is taking things for granted. If something performs properly for me for awhile, I naturally assume that it will continue doing so indefinitely. Don't you believe it! The only equipment that consistently performs properly is that which is properly maintained, and doing so entails constant vigilance and continuous work on your part—and an objective approach, which means that even the most experienced among us must return to square one again each winter. Simply put, it merely means that we must return to the basics, those rules we lived by when we first started fishing, long ago, and the primary basic is keeping your equipment functional at all times.

The most difficult equipment to explain maintenance for is perhaps the easiest of all to maintain, and that is our waders—made difficult to explain only because there are so many different varieties available, each of which requires a different method of maintenance. In the good old days things were much simpler:



Waders are the all important key in whether a surf trip is a pleasant experience or a wet, cold, glad to be forgotten one. A little preventive maintenance now ensures comfort come next spring.

there were no waders, and we used to wear freshwater hip boots that were held up by straps that attached over our trouser belt. Made of rubber, they had to be washed in fresh water after each trip and hung upside down till the next trip. Boot hangers made from ordinary wire clothes hangers did the job nicely and old newspapers wadded into the toe-box kept them dry. We checked for possible leaks by shining a droplight into each boot, spotting pinholes by the light shining through, and repairing them with a rubber patch kit.

Those same patch kits are available today, from bicycle or auto shops, and come in a little cannister with a removable top that looks like a mini cheese grater—used for roughing the rubber around the hole, to permit the glue better purchase. If you have rubber waders, this old patch kit still does the job; after roughing up the area of the pinhole, apply some glue, light it with a match, and slap a patch over it. Make certain that you do not burn the house down, or make knee boots out of your waders, and blow those flames out as soon as the glue bubbles. Slap that patch on quickly, press it down firmly and evenly, and place a brick over it for awhile, to set it in place. Of course, the waders should be placed on a flat surface for that brick to do the job properly.

In about fifteen minutes, after the glue has had a chance to set, it will not hurt to sponge off the entire outside area of the waters with lukewarm water, removing any old grime and grit that could possibly create future problems. If grease or oil is prevalent, a mild detergent will remove it, thereby preventing any chemical reaction and possible breakdown of the rubber. The detergent should then be washed off with fresh lukewarm water also. Check for pinholes with a droplight, like we used to do with our hip boots, sprinkle a bit of powder into the boots, cram in some crumpled newspaper, and hang 'em upside down on boot hangers, high enough to prevent the bib from touching the floor, and in a place out of the sunlight and away from excess heat. Now is the time to insert new felt insoles if your feet get cold while you're fishing, or some Odor-Eaters, if your wife leaves the room and your dog keels over every time you take your shoes off.

Though it's a lousy thing to say, World War II had some advantages. We paid a hell of a price for some advanced technology that improved some of our fishing equipment: nylon fishing line, then monofilament, was a direct result of some good created; foul weather gear was another. Fishermen have always had rain gear, oilskins and sou'wester hats come to mind when picturing the days of iron men and wooden ships, but the rubber impregnated canvas suits that were standard Navy gear found a special place on the beach. The pants had bib fronts, forerunners of today's chest-highs, that had suspenders attached to give more comfortable, secure support, and drawstrings at the ankles to keep wind and water out. The tops were hooded slipovers, wtih no buttons, to keep wind and water out again, and drawstrings at the waist, wrists, and neck, once again to provide greater comfort and security.

We hailed those foul weather suits as the greatest thing since girls, and

developed what we called the shingle method for keeping us dry in the surf. The pants were slipped over our boots and the drawstrings at the ankles were tightly tied, then the top was slipped on and the drawstrings at the waist, wrists, and neck were tightened. Water running off the top could not get into your pants, 'cause the blouse was outside, and ran off onto your pants and down your legs, where the tightly tied ankle strings simply ran the water on down over the outside of your boots. This worked good in calm surf, like up on the north shore, in Long Island Sound, and were great for keeping dry in the rain; but a true surf—an ocean surf—had a nasty habit of working up under the ankles and wrists, regardless of how tight the strings were drawn. To keep water out we resorted to taping our pants tightly at the ankles and our tops securely at the wrists, a gimmick that still works well with today's impregnated canvas waders. A web belt secured the waist while acting as a tool belt at the same time.

Like yesterday's foul weather suit, today's counterpart can be maintained in the same manner, patching holes either with hot or cold patches. The hot patch treatment was described above, but you can achieve good results by applying some pliobond cement without burning it, then applying the proper sized patch and clamping the area between two flat boards for at least 24 hours. Like rubber waders, impregnated canvas can be cleaned off with lukewarm water to remove grit, wiped out on the inside, and hung upside down away from heat or direct sunlight. Care should be taken so that no part of the waders becomes folded or creased, or else the rubber will separate from the canvas along the entire fold, creating one helluva leak. This checking can be spotted with the droplight method, and can be repaired with pliobond cement, but it's a tedious and temporary job at best and can be avoided completely by simply hanging the waders properly.

The advent of the Plastics Age soon saw vinyl waders come on the scene. Light in weight and extremely waterproof, vinyl also must be constantly maintained to be kept operational. The same basics for cleaning and storing described above holds true for vinyl waders also, but repairs require different methods. Here a vinyl repair kit is a necessity, a plastic stick that must be heated with a match and melted onto the tear or hole. These kits are readily available at any store that sells swimming pools or swimming pool equipment, or from tackle shops that cater to the surfcaster. Burke Lures produces such an item, and it is available through them via their catalog. Graylite waders come with such a kit, and their spare kits are also available either at tackle shops or directly from them. The kit from Burke Lures is great for emergency repairs on the beach, where it is used very much like the sticks of ferrule cement we use for rod building and repair.

Many surfcasters use diving wet suits instead of waders, but the only time I tried that some guy down the beach thought I was a whale and tried to harpoon me, so that's the end of that story. If you go the wet suit route, repairs and maintenance follow suit as per rubber waders, with perhaps a bit more careful attention paid to mending that porous material. Oil and rubber just do not agree with each other; the petroleum base of oil or gas and the composition of the rubber is not compatible, and you can ruin an expensive suit if you allow oil, gas, or grease to remain on the suit long enough for any chemical reaction to set in. Washing with a mild detergent and rinsing with fresh water goes a long way towards preventing such a mishap. A dusting of talcum power will keep the inside dry and help prevent mildew.

Waders can be purchased in either a stocking foot or boot style; different guys prefer different types, which is why manufacturers make 'em two ways in the first place, I guess. If you opt for built-in boots, they may be all right for your everyday sand or gravel beach, but those cleats just will not work on slippery rocks. Here we opt for either glued-on felt or outdoor carpeting, or creepers or spikes of some sort. Years ago we riveted those old, pry-open bottle caps to bands sliced from an old inner tube, and slipped 'em over our boots. You'd be surprised at how well that worked on rocks an jetties, but the metal soon got rusted and the rubber corroded from the saltwater, so we had to make new ones several times each year.

Golf cleats permanently installed on boot soles are another excellent means of sure purchase on wet rock, and a lot of beach rats prefer them over all else. Today you can purchase manufactured ice creepers that slip over your boots, much in the same manner our old bottle cap creepers did, and one concern advertises a creeper sandal that fits over boots that appears efficient. Devotees of stocking foot waders can thus have a wide range of boot-bottoms to choose from, from plain old sneakers to any one of several types of creepers, and can easily change to meet any circumstance of fishing terrain that arises.

We have tried to show you how some simple maintenance can prevent future problems and possibly reduce unnecessary costly repairs or new purchases at some later date. We will try to discuss other areas in future articles, some you may already be aware of and perhaps some that you might possibly have never even thought of. If nothing else, it might be the spur to get you out of your winter doldrums and into some work that is not only fishing oriented and interesting, but could be the one thing that just possibly might salvage your sanity. After all, how much television can you watch anyway?

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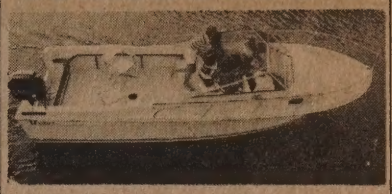

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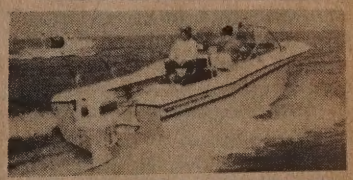

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SINKER BOUNCING

Some Thoughts on Fishing

by Matt Ahern

Want to start a fight? Easy. Just tell the next sinker bouncer you meet that what he's been doing is all wrong, that those who claim to know are all wet. Then watch for the fireworks. The more recent his entry into the fishing game, the stronger his anger is likely to be.

Not all fishermen fit this mold, of course. Some of us have such a strong desire to excel that any and all available information is cheerfully accepted—with no questions asked. This has its good points and its bad points. The good points come from those who know what they're doing; the bad points from those who **think** they know what they're doing. And sometimes that discerning line is very fine, indeed.

I recall an instance of many years ago when I first began codfishing, a time when to catch a cod entailed little effort. Lower the bait, wait the required time according to the type of codfishing being done, hook your fish and reel in. Simple. To everyone else but me, that is. Hadn't I read up on all that never-fail, up-to-date, nothing-to-it information? Of course. Then what was the trouble? Damned if I knew.

I don't know how long I would have gone on like that before the old-timer at the rail told me I didn't know how to rig for cod. Sure, I was resentful—after all, hadn't I read all that sure-fire information?

I was only a youngster at the time, but I'm certain the first retort that popped into my mind was "Get lost, Jack!" or some other witty remark. Instead, I stood quietly and allowed this old-timer to teach me the fine points of codfishing as they applied on that day. Actually, all I had to do was raise my top hook an additional 12" on the main line. But those twelve inches made the difference between catching a few cod and none at all.

And so it goes.

Just because you read somewhere that cod can only be caught on a high hook tied in two feet above the sinker doesn't necessarily make it so. How do you know where that particular writer got his information? Was it through firsthand experience, or through copying the writings of an armchair fisherman bluffing his way? The latter is a fine example of the blind leading the blind.

And I'm not treating this lightly. I once read a codfishing article that was so far off base that I actually thought it was written as a gag. (It wasn't in The Fisherman, I assure you.) As truth is known to be stranger than fiction, let me say that I knew the fellow who had written this assinine article, and I also knew him to be an excellent surf fisherman. I was unaware that he had an interest in our bottom fishing game as we know it.

And I was right. He later told me that his editor had requested a codfishing article from him and rather than confess he'd never caught a cod in his life, he decided to bluff his way. Nothing to it, he figured. Who'd know, anyway?

Only the good Lord knows where this misguided fellow got his information, but I'm sure there were many disappointed novice codfishermen who had taken his word as gospel. And who knows how long it took for them to discover the error of their ways. Perhaps they weren't as fortunate as I was.

I'm sure that along about now some of you are saying: "What gives this guy the right to set himself up as an authority?" And you are absolutely right should you feel this way. As I've said many times in this column, I don't know a damned thing about fishing. Beware the fisherman who sets himself up as the know-all and end-all of fishing. As for myself, I can tell you only of those methods which nearly sixty years of fishing have proved to me to be workable; and hope that if you use them, they will work for you. (There's no guarantee that they will.)

As for proper fishing methods, there's nothing to it...for me. I put it this way because I've learned to separate the wheat from the chaff. This took some doing simply because there are few fishermen as stubborn as those of Irish blood. And believe me, I know, having a bit of the Ould

You may be sure this fisherman knows what he's doing.

Sod coursing through my veins. By golly and begorra, if those fish don't like the way I'm fishing, they can go to hell! This attitude doesn't work, for those fish could care less if we sinker bouncers were descended from a race of Hottentots.

We must give fish what they want when they want it. It's as simple as that. And even then, it doesn't always work. There is nothing on God's good earth that can sway the simple judgment of a fish as to the worth of a worm...or clam, or killie, or whatever we happen to be using at the moment.

Fishwise, there is a vast difference between today and the days when I first wet my feet in the New York Bight. Take flounder fishing, for instance.

I've never been skunked while flounder fishing—but this is nothing to brag about, for when I first began fishing, flounder were so plentiful it was difficult not to catch them. And it was during those glorious days that I learned how it was done. Just luck on my part; I had nothing to do with it. I often wonder how flounder fishing would be for me today if I were just starting out. It is quite possible I'd be doing a bit of "sweating it out."

Therefore—now, today—it is imperative that we fishermen waste no time with haphazard fishing methods. We must arm ourselves with those sure-fire techniques that work for most, not those we hope might work. Only after that can we take time out for experimentation. Certainly, in this instance, a bird in the hand is worth two in the bush.

And this applies not only to flounder, for the blackfisherman, the fluke fisherman, the codfisherman, etc., who does not take it upon himself to dip into the fountain of available knowledge are among those of us who will surely fail. No ifs, ands, or buts.

I'm sure you are acquainted with fishermen who seemingly can do no wrong. They catch fish while others stand by in silent frustration. Now, you can't make me believe these fishermen are born like that. All they were born with was an inherent love of fishing. The rest—their knowledge, their sixth sense—was acquired by dint of effort. There are no pre-knowledgeable fishermen. If there are, I've never met any; and I believe that during my nearly sixty years in the fishing game, I would have met one or two.

So for you fellows just starting out on the fishing life, let me say this: be of good cheer. Start off on the right foot. Learn, learn, learn! Be insistent—and then learn some more. Pick the other guy's brains. Don't hesitate to ask questions—ever! I have never met a real fisherman who refused to help the other guy. I must admit, though, that I've met some fellows who play it close to the vest, thereby thinking that they have everything sewed up. These aren't fishermen in my book, they are just men who fish. A big difference.

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So, therefore, as these few thoughts on fishing are being concluded, let me add this: if you can find no one willing to help you with those often tough bottom-fishing problems, get in touch with me at 39 King Street, Hampton Bays, New York 11946. I'll gladly share my meager knowledge with you. Now with Old Man Winter breathing down our necks, what better opportunity is there for us to learn?

Don't be like that little boy I know so well, who, upon being asked what he learned during his first day at school, replied by saying "Everything!" Not one of us beat-up fishermen knows "everything." And believe me, if nearly 60 years of sinker bouncing has taught me anything at all, it has taught me that.

So hunt up that pen you put away when Adam was a boy and get going. I'll be glad to hear from you.

LINE CLASS FISHING:

A NEW DIMENSION TO THE SPORT

by Pete Koutrakis

In the years that I have fished and owned a tackle shop, I have found that most fishermen go through what I call the fishermen's curve. When a person first starts to fish he just wants to catch fish, then he wants to catch a lot of fish. Moving up the curve, after the fisherman has fished awhile, he wants to catch a specific species of fish. After catching his favorite species of fish, he wants to catch big fish in this species.

At this point, he has reached the top of the curve. Most fishermen are content to stay at this point. Some fishermen, however, go off the deep end, so to speak. They want the biggest fish in a specific species on the lightest possible tackle.

Fishing light tackle provides a constant challenge. In all of us there is a competitive urge. Now you can enjoy a sport designed for one and still compete to the degree you want, whether it be in the 20 lb. class or the 2 lb. class. It is much more of a thrill to catch a 5 lb. bass on 2 or 4 lb. class gear than it is to catch the same 5 lb. bass on say, 20 lb. class gear.

Besides the personal challenge, today's fisherman can have his name entered into the record books. All tackle records now are very hard to break. Though line class records are not a piece of cake to break, they do require a lot less effort. In line class fishing, your skills are what is important.

In the following paragraphs I will touch upon some of the equipment and angling regulations as set forth by the IGFA. Lines used may be monofilament, multifilament or lead core filament. Wire lines are not allowed. Backing of any size may be used so long as it is not connected to the fishing line. For saltwater the length of the double line shall not exceed 30' and the combined length of the double line and leader shall not exceed 40'. In freshwater, the length of double line shall not exceed 6' and the combined length of double line and leader shall not exceed 10'. The use of double line or leader is not required. A leader's length is determined by the overall length. This is meant to include the lure, hook arrangement or other device. The leader must be connected to the line by a knot, snap, swivel, splice or other device. There are no regulations regarding the material or strength of the leader.

Rods must comply with sporting ethics and customs. Rod tips must be a minimum of forty inches and the butt section cannot exceed 27''. The measurements are taken from a point directly beneath the center of the reel seat. This rule is intended to eliminate the use of unconventional

IGFA Fishing Contests—Application Form

FORM FOR RECORDING SALTWATER AND FRESHWATER ENTRIES

Read all IGFA angling rules and contest regulations before completing and signing this application. The angler's signature on the completed form must be witnessed by a notary. This application must be accompanied by line or tippet samples and photographs as specified in the World Record Requirements.

I AM SUBMITTING THIS CONTEST APPLICATION FOR A FISH CAUGHT IN

☐ Fresh water

☐ Salt water

USING THE FOLLOWING LINE:

Line class

Tippet class

SPECIES

Common name:

Scientific name:

WEIGHT

lbs, oz: kg:

LENGTH (See measurement diagrams)

inches: x to x xx to xx

cm: x to x xx to xx

GIRTH (See measurement diagrams)

inches: cm:

DATE OF CATCH:

PLACE OF CATCH:

METHOD OF CATCH (trolling, casting, fly fishing, etc.):

FIGHTING TIME:

ANGLER (Print name as you wish it to appear on contest certificate):

Permanent address
(Include country and address code):

Angler's fishing club affiliation (if any):

EQUIPMENT

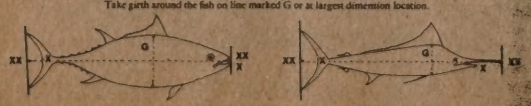
Rod
Make: Tip length (center of reel to end of tip):
Butt length (center of reel to lower end of butt):

Reel
Make: Size:

Line or tippet
Make: Size:

SPECIES MEASUREMENTS

Measure as indicated below, taking lengths from X to X and XX to XX.
Take girth around the fish on line marked G or at largest dimention location.



Length of double line:

Make of backing: Size:

Other equipment:

Type of gaff: Length:

Length of trace or leader:

Number of hooks:

Name of lure, fly or bait:

BOAT (if used)

Name:

Make: Length:

Captain's name:

Signature:

Address:

Mate's name:

Signature:

Address:

SCALES

Location:

Type:

Manufacturer:

Date last certified:

Person and/or agency that certified scales:

Weighmaster:

Signature:

Address:

WITNESSES

Witness to weighing (other than angler, captain or weighmaster):

Address:

Witnesses to catch (other than captain). List two names and addresses if possible. On fly rod records a witness is mandatory.

1.

2.

Number of persons witnessing catch:

AFFIDAVIT

I, the undersigned, hereby take oath and attest that the fish described in this application was hooked, fought, and brought to gaff by me without assistance from anyone, except as specifically provided in the regulations, and that it was caught in accordance with IGFA angling rules; and that the line submitted with this application is the actual line used to catch the fish. I further declare that all the information in this application is true and correct to the best of my knowledge.

Signature of angler:

Sworn before me this day of 19

Notary signature and seal:

When completely filled out and signed, mail this application with photos and line sample by quickest means to: INTERNATIONAL GAME FISH ASSOCIATION, 3000 East Las Olas Boulevard, Fort Lauderdale, Florida 33316 U.S.A.
(This application may be reproduced.)

Here's the front and back of the form that must be filled out when submitting a possible line class record to IGFA. This form reprinted courtesy of the International Game Fish Association.

rods. Reels must also conform to sporting ethics and customs. The use of power drives, ratchet handles or reels designed to be cranked with two hands are prohibited.

For live or dead bait fishing no more than two hooks will be allowed. The use of a dangling or swinging hook is prohibited. Gang hooks are allowed if attached to an artificial lure that is specifically designed for their use. Fighting chairs, gimbals, gaffs, floats, downriggers, outriggers, kites and safety lines are allowed with some provisions. For specific rules governing the above, stop in at your local tackle shop.

Only through experience can you know how to handle fair to big fish on light tackle. One of the main things to remember is to keep your cool. In my opinion, more fish are lost by the over-anxious fisherman who makes a mistake than to tackle failure. Remember, once the fish is hooked, to keep the tip of the rod in the air. Let the rod tip absorb the shock of the fighting fish. This is what the fishing rod is designed to do. The fish will be able to double up the rod and the rod will not fail.

It is also very important to know your reel. Become very familiar with the drag system on your reel. This is the most important part of your fishing tackle. An improperly set drag or a rough drag can cost you a record fish. One of the best changes you can make on your reel is to replace the fiber washers with Teflon drag washers. By making this simple change, it is virtually impossible to lock up the drag no matter how tight you sock down on the drag. Keep your reels clean and well lubed at all times. If your drag starts to stick, replace the drag washers in the reel immediately. It is always a good idea to carry an extra set of drag washers in your tackle box; a frozen drag can ruin a good day's fishing.

It is always a smart move to pre-set your drag. If you are fishing in the 8 lb. class, pre-set your drag at about 5 lbs. and don't touch it. As a fish runs and line is peeled off the reel spool your drag setting can actually increase by as much as fifty percent. This is caused by the heat build-up of the drag washers and the change in the amount of line around the spool as the spool empties. Leave yourself a margin for error. There are times that you will want to crank down on the drag and horse the fish to gaff. Stay cool. If you do sock up the drag the fish may take a last powerful run for freedom when he sees shore and this mistake is sure to cost you the fish. Keeping a constant pressure on the fish by keeping a tight line will surely tire the fish and allow you to boat or beach him. Don't be afraid to walk your fish and do try to keep the fish's head up at all times.

Now that you have gotten a fish on light line and it is hopefully a line class record, you must fill out an IGFA world line class record application. Read and fill out the form very carefully. Bring your fish to an official weigh-in station to be certified. Your local tackle shop will be glad to assist you in the preparation of your world record application. Submit your pictures and a line sample with the notarized application to the IGFA and good luck.

It is really quite a feeling of accomplishment to catch and hold an IGFA world line class record. There are many records that can be broken without too much difficulty. I, for one, have gotten very involved with line class fishing. As of this writing, I have a world line class record pending for pickerel in the 8 lb. class. Believe me when I say that line class has added a new dimension to fishing.

IGFA publishes the book "World Record Game Fishes" every year. This book can be obtained through your local tackle shop or you can order the book direct from the International Game Fish Association, 3000 East Las Olas Boulevard, Ft. Lauderdale, Florida 33316. The cost is $6.95. This book is money well spent. It gives all the current all-tackle and line class records. In addition, the book gives you information on species identification, an illustrated guide to fishing knots and splices, and a directory of game fish tag-and-release programs. Also included are articles on rod building, acid rain, fishing photography and the care and handling of fish to be released.

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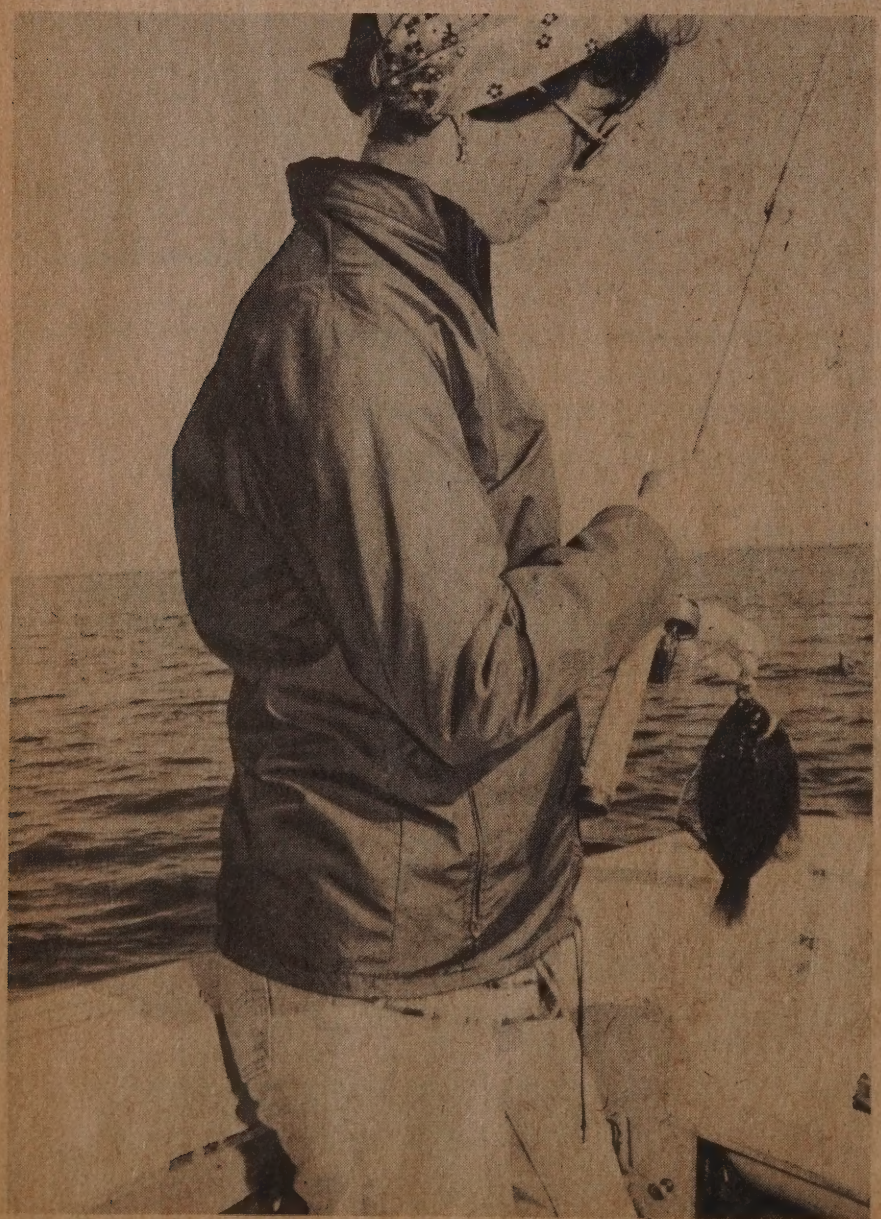
ONE LAST FLOUNDER!

by Martin & Janet Garrell

As November blends to December, it's customary to take an inventory of the freezer's contents. The last bluefish fillet should be consumed this week; the blackfish ought to be cleared out and put on the table before Christmas. The flounder fillets? They'll keep and keep, but there never seems to be enough of them to tide the fish lovers in the household over until the gales of March subside. "If only you can get out that one last time and score..." is the mournful cry of the chief cook.

Oh, how easy that task sounds in the warmth of a late fall kitchen! Step outside into the chill of early morning, and it seems like "Mission Impossible." The flatfish fanatic knows how few days really turn out to be favorable, and knows also that the where, how, and when of the last flounder trip of the season are big question marks.

Still, the weather map isn't too bad a guide. And, whenever the thermometer picks up five degrees or more above the freezing mark and the winds die, we can usually count on a phone call from friends of like mind. Then a quick dash for the final flatfish begins. Out on the North Fork where we now reside, that call may come from a buddy in Mattituck or Cutchogue or from pals who live as far away as Medford or even Huntington, and it could come any time before Christmas. It will mean a couple of hours of frantic preparation, the tremendous task of scouring the neighborhood for bait, cold fingers trembling with anticipation as the car-topper gets tied onto the roof racks of the Station Wagon for the last time in the old year, and incredulous stares from the gas station attendant as we pull in to top the tank. There's an empty bucket in the back of the Wagon that holds our bait, and the silent prayer we offer to the fishing gods is simply that the bucket will have many more pounds of fresh fish on the return trip than it did on the way out.



Fat December flounder like this 12 incher make for fine eating in the cold months ahead.

It's nice to get out on the big water one last time, of course. We had our hearts set on Mattituck Inlet last year when word got out around December 10th that some lovely 1½ lb. fish were still available there. There were also holes down in Moriches Bay that Jim DiVito of Skidmore's suggested trying around Christmas. But last year, just as in many years past, we wound up eyeing Long Island Sound swells from inside the Inlet, and we somehow put off the Moriches trip due to Christmas shopping. Fortunately, the little water, the local creeks and channels, usually hold an adequate supply of flounder, and we settled last year for a successful outing with a friend on a Mattituck creek. We probably could have done just as well in many of the Southold creeks, or even down at the Quogue Canal. After all, nine and ten inch flounder still satisfy the appetite, especially when there are plenty of them. Maybe this year the weather gods will smile and we'll finally see some bigger fish in deeper water, however.

Incidentally, a blustery day which precludes boating may sometimes be saved by finding a large marina and trying the docks for awhile. Persistent souls who sort through fifty or more "postage stamps" ought to find a few keepers there, if the bottom is muddy and if food has been available through the fall.

Our biggest hassle on any December trip is finding bait. It always has been! Bait stations are closed now, and except for frozen clams from tackle stores like Speck's in Southampton, there won't be much traditional flatfish bait available. Sometimes we can scrounge a few moribund night crawlers from the compost bin, and if it isn't Sunday, we

can probably find some clams of one sort or another at the nearest fish market. (Yes, they'll be expensive!) Fortunately we won't need much bait—a dozen puny worms and perhaps only a half dozen clams—especially if we pack a chum pot of cat food and toss out some kernel corn. We've made it a practice to chum December flounder ever since a winter day years ago when a friend took us to a Bay off Massapequa and proved that frigid flounder warm nicely to a pot of goodies, even though it may take them awhile to get started. Drifting is the norm in October and into November and a chum pot is not necessary when fish are spread out and aggressive. But, the later the season, the greater the need to draw fish to the fisherman, so we put down the anchor and lower a pot immediately after we have the first hits on a December drift.

The gear used for final flounder should be as light as the angler can handle. In recent years, we have included ultra-light, five foot spinning rods and tiny reels loaded with four and six pound test lines, and we've left our other combinations in the closets at home. After all, in the sheltered waters we fish in December, we seldom use more than an ounce of lead; in fact, most of the time, a 1/8 oz. clinch sinker or a couple of BB shot are all that will be necessary to settle the bait onto the bottom. Because the flounder will be on the small side, and because there is hardly any chance that some large, unexpected fish will grab a clam morsel in a wintry creek or bay, there is no risk that an angler will be "burned." And for sensitivity to delicate bites, nothing, but nothing beats the dinky rods and reels. Even the raps of four inch postage stamps come through loud and clear.

It's not a bad idea, however, to tie a two foot shock leader of 10-15 lb. test onto the threadline by means of an Albright knot, Dunaway uni-loop or a tiny swivel. Clinch sinkers or sliding egg sinkers fray thin lines too easily, and, in addition, any kind of bait rig twists the devil out of a thin line, attached without a shocker. Sinker and snelled hooks can go directly on the leader, and any of the tried-and-true flounder rigs described in The Fisherman will serve, e.g., two snells fastened together with an interlocking loop and secured with a simple overhand knot.

The matter of flounder hooks gets argued all the time in the hot stove leagues in our area, and it will never be resolved. Maybe, if one were talking about a single type of flounder hook in a single size, he or she would be justified in choosing the standby #7 Chestertown. But with small flatties in the offing, #10s or even #12s may be better, and if you wish to present a morsel of clam at its succulent best, without a harpoon shaft sticking from it, a tiny claw hook, sizes #8 through #12, serves the purpose far better than a long-shank. Therefore, we generally carry an assortment of hooks, and we tie two hook rigs with both little Chestertowns and tiny claw hooks. Worms go on one hook, clams on the other. Should a flounder swallow a bait, which happens all too frequently, a disgorger may be employed to remove the hook with a minimum of effort. Even that minimum is exasperating when a winter seabreeze is blowing on exposed, wet hands!

One real advantage to December fishing is the remarkable way the frigid air preserves the day's catch. If you're out for only a couple of hours (most of us don't stay much longer!) a mere bucket should suffice in providing a lively, flopping mass back at the dock. If you are out for a full tide, a clip stringer or two will keep the live catch swimmingly fresh in the water.

Tides usually aren't all that important in December; any moving water is okay, except when you are fishing a creek that runs into a really deep body of water. Because the big water is somewhat slower in cooling down, it will lift the creek or channel temperature a few tenths of a degree on the incoming, and that may be exactly what you need to get the flounder started. Should the shallows get warmed drastically by bright sunlight, however, the incoming waters may cool things and turn the flounder off!

To anyone who has ever tried inshore angling in December, the advice to bundle up and dress warmly is superfluous. Even when one "layers up," beginning with thermal underwear and finishing with a sweatshirt, foul weather gear, scarf and watchcap, it's still colder than a ....!! A thermos of hot tea, laced ever so slightly with rum, or coffee, laced with brandy, is an excellent idea, and a thermos of hot cocoa, or hot soup is even better, so the doctors tell us! Rubber gloves, used while pulling anchor, running the motor, and holding idle rods help somewhat, but you just can't wear gloves all the time. Bait a hook, string a fish, and how those fingers stiffen! Thus, after two or three hours, even if fish are still coming over the gunwale at regular intervals, it's usually time to pick up and head back to the launching point.

We try to arrive home with sufficient time for a hot bath to thaw us out after the catch of the day is cleaned. Because most of the little flounder will be gutted, beheaded, and frozen whole for long term preservation in the freezer, the cleaning won't take long. A few fillets are, of course, taken for supper. The wonderful smell of the fillets, floured and sizzling in hot oil, lures us to the dining room as we watch the sunset and get the plates out. Now the chill of the hour doesn't bother us any more, and March, when the dormant flatties we left out on the water kick off a new season in a new year, truly doesn't seem that far away!

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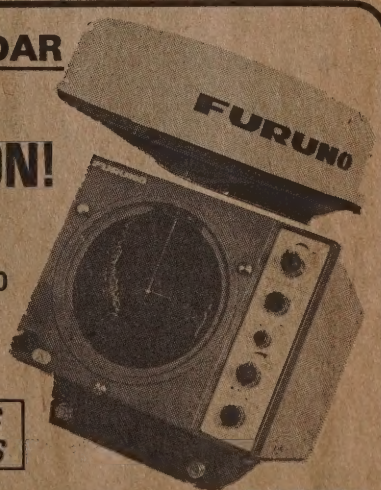

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WINTER LAY-UP

by John Wilkinson

Any time now you'll be making that last trip of the season, and then putting your boat up for the winter. Although I keep my 24' Hydrasports in a slip during the season, I have a trailer which I use for long trips during the season and for winter storage. Through some planning ahead, that final haul-out can go smoothly and your boat can be winterized easily inside one day. Activities can best be divided by where they should be done.

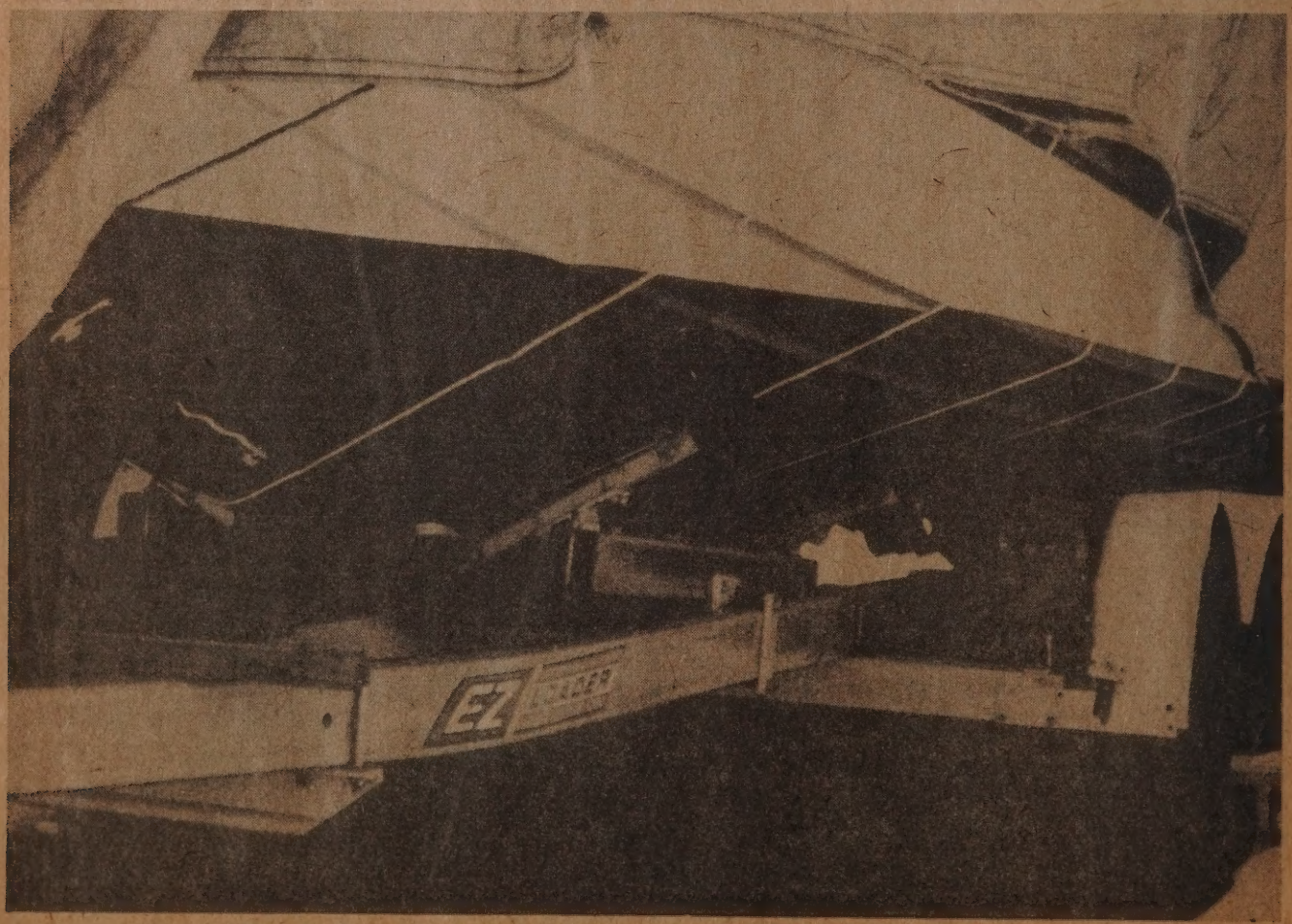
Large trailered boats have a bilge. After getting the boat up on the trailer, this should be drained. Then, replace the plug and put some fresh water in the bilge along with bilge cleaner or a detergent such as Lysol. Allow this to slosh around during the ride home and it will do a fine cleaning job. Drain this after getting home.

For winter storage, you will also want to flush the engine with fresh water and "fog it out." These are best done at the ramp if there is fresh water available (an unmuffled outboard makes an unbelievable racket which your neighbors won't appreciate). Flushing harnesses are available for around $10, and are well worth the investment. Fogging foam is manufactured by both OMC and Mercury. One can should do it.

The procedure is to pull your boat away from the launch ramp and over to a fresh water supply. Lower the engine, hook up the flushing harness and turn on the fresh water. At this time, I also take the opportunity to drain the carburetors. So, I start the engine and, once it is running smoothly, I pull the fuel line off and spray fogging foam into the carburetors until the engine dies. A point to note is that on a larger engine, such as my 175 h.p. Johnson, the carburetor intake cover makes it difficult to spray directly into the carburetor throats. My solution to this is to simply remove the cover before starting this operation. You should also change the lower unit lube for winter storage, and draining this should be done when the unit is hot. So, it is a good idea to at least drain it (into a proper receptacle, of course) at this time.

The last activity I recommend before leaving the marina is a good scrub-down. This is especially important if the boat has been in the water for any length of time. Growth on the bottom will be much easier to scrub off when it is fresh and wet, as opposed to giving it a chance to dry. Doing this scrubbing, I haven't had to pay a marina to do a high pressure water jet wash, and haven't had any difficulty in applying new bottom paint in the spring.

So, the bilge is full of soapy water, everything is washed down, and the motor is tilted up for the ride home. If you have a built-in fuel tank, you will want to make a stop on the way home to fill it and add a storage conditioner, such as Store n'Start to keep the gas fresh. The latter contains gas stabilizers and also an alcohol base which will take care of minor amounts of water. Leaving a large air space in the tank will result in excessive condensation



Proper winter storage makes it easier on YOU to get ready in the spring.

and large amounts of water in your gas next spring. However, a caution is not to make the tank too full! Completely filling a tank on a cold November day, will result in gas overflowing through the vent line when warmed and expanded during a balmy spring day (this happened to me last year).

When arriving home, your trailer will need to be blocked up to take the pressure off the tires. Place some fairly large pieces of wood on the ground, so that pressure from the weight of the boat is spread out—this is especially important when leaving it on a paved surface such as a driveway. Use concrete blocks (cinderblocks might disintegrate) and then small pieces of wood on top to get the tires just slightly off the ground. Support the trailer with a block under each end of each axle. Also, use blocks under the tongue of the trailer and raise it high enough so that the entire boat trims slightly toward the stern. Thus, if any moisture accumulates, it will drain out the back.

I leave my engine on the boat in the lowered position. I replenish the lower unit lube and do any other items recommended by the manufacturer. Although not necessarily in the manual, I include removing the propeller, greasing the shaft, and sealing the lower unit using some tape and a large plastic garbage bag. The latter protects the lower unit from snow and other such nasties Mother Nature may deal out.

As a final measure, the entire engine and inside of the engine cover is sprayed with WD-40 to protect them from moisture. A healthy dose of WD-40 is also applied to the tilt/trim relay box, and any and all electrical connections, switches, lights, and instruments. For the switches and instruments, this is done from the back after removing an access panel. All electronics get similar treatment before being stored away in a safe place. All lights and connections on the trailer are also treated with WD-40.

The batteries are removed, cleaned up as necessary, and stored in the garage off the floor on wooden blocks. Storing batteries on the floor, or on bricks or cement blocks, seems to be a bad idea because this provides a better electrical leakage path which allows them to drain down excessively over the winter.

Next, remove all items of any value and store them in a safe place—you never know what gremlins will get under your cover during the winter. You don't want stagnant air pockets, so I open all hatches and access panels to allow ventilation.

You are now just about ready for the winter cover. However, before putting on the cover, I make an inspection tour of the boat. This is for two reasons: to ensure I haven't missed anything in my winterization, and to make a list of minor repair and maintenance items I will need in the spring. This gives me the whole winter to shop around, and either get the best price on an item or just plain find some of those hard-to-get ones. This also provides the opportunity to put that new rod holder or seawater temperature gauge on the ole' Christmas list (hope my wife reads this one!).

On most boats, a frame is needed to support the winter cover. A number of things might happen if the cover is allowed to rest directly on the boat: windshields, etc., might rip the cover; the weight of the cover might break something on the boat, or the cover might lay in such a way that pockets would form where snow and ice might accumulate.

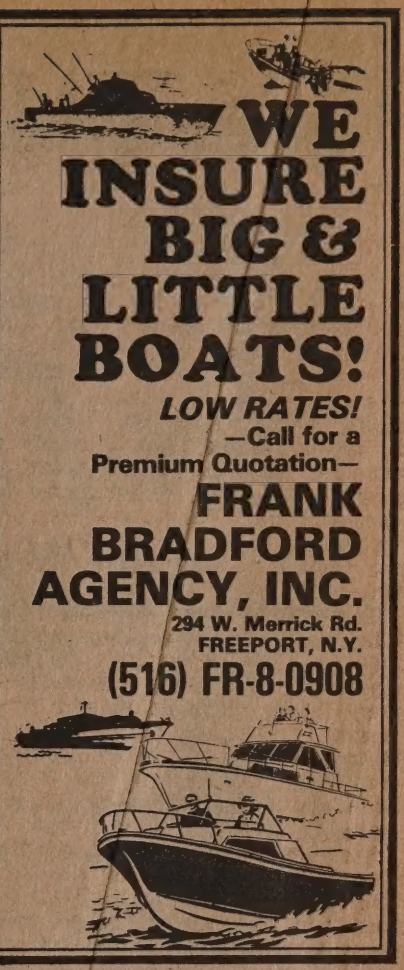
My frame is made of lumber (numbered so I can store it in pieces and reconstruct it quickly each year). I have an upright on a base located amidships behind the windshield, and which is slightly higher than the windshield. Center pieces are 2x4s and one is run from the point of the bowrail to the upright, while the second is run aft to another upright just in front of the engine. The second upright is just high enough so that the aft centerpiece goes over the engine but doesn't rest on it. Ribs are lighter lumber, and are run from the center pieces to the bowrail in the bow, and to the gunwales around the cockpit. Spacing of ribs will depend on the boat's design. The main thing is to space them so that sagging pockets are minimized when the cover is on. This whole assembly is held together with nails on wood joints, masking tape where the ribs meet the bowrail, and just notched rib ends where ribs meet the gunwales.

The last item before putting on the cover is to drag out an old carpet, cut small sections, and use these on any sharp edges the cover might come in contact with—staple them to wood joints, and tape them on windshield edge, etc.

A canvas cover for a 24' boat is a heavy item, and some pre-planning on how to handle it is worthwhile. When taken off in the spring, mine was folded from the bow back to midships and from the stern forward. Thus, when putting it on, we simply place it amidships and reverse the process. If your cover is not folded this way, it might be wise to spread it out on the lawn and arrange it that way before starting.

Once in place, tie the cover down tightly by running lines under the boat from one side to the other. However, don't totally enclose the bow and stern. Leave enough of an opening at either end to allow for ventilation. I also leave enough in the stern so it's easy to crawl under the cover and check things out from time to time.

Well, there is it, ready for the winter! The main thing to periodically check is the tie-down lines which will work loose and need to be tightened a few times over the winter months.



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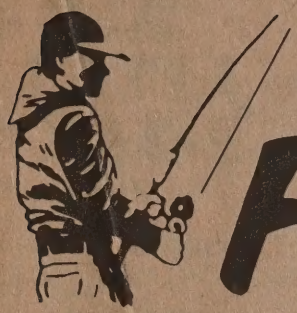

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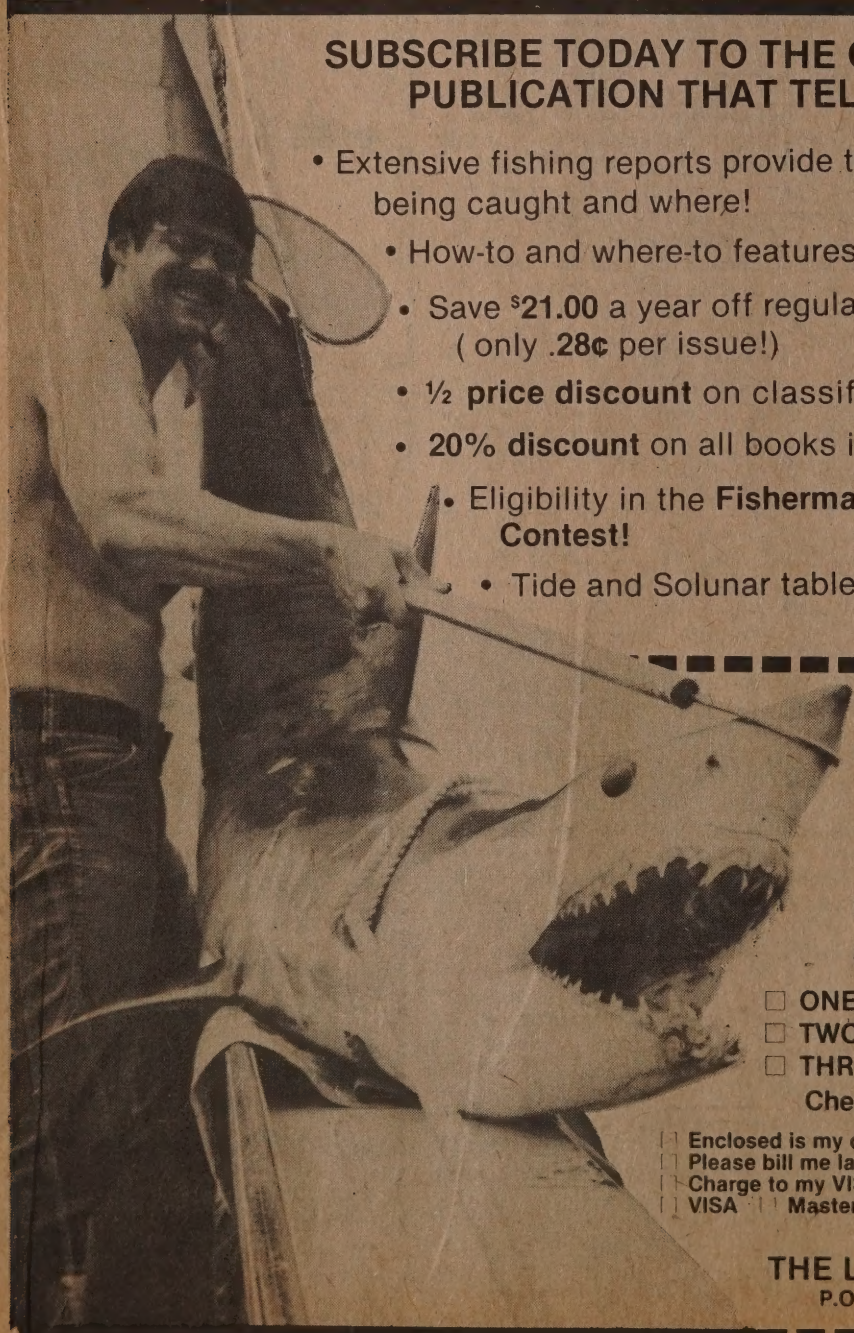

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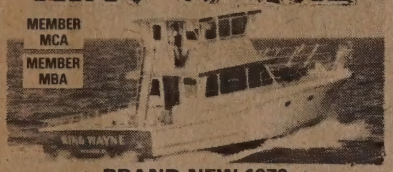
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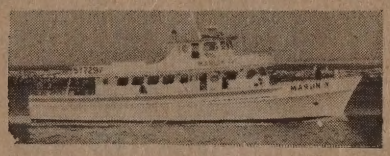

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Montauk Report

by Stu Miller

Captain Richie Rade of the **Marlin Fleet** reports Thursday and Friday his fares picked away off Block Island and at Cartwright. Friday saw a 40 lber. and a 39 lber. cod taken on clam. Saturday was the best of the 3 days despite the heavy weather. Fares boated 80 cod to 18 lbs. with most fihs running in the 5-6 lb. range along with approximately 30 blackfish up to 10 lbs., all for 17 men.

Captain John DeMaio of the charter boat **Vivienne** called to say that due to the horrendous weather this past week he could only sail two trips for the week. Friday's charter scored with 45 blacks to 8 lbs. and 12 cod from 4-16 lbs. This was done in just 3 hours of fishing at which time the weather forced them to return. Blackfish have been averaging 4-5 lbs. Clam is the ticket and the boat has been fishing Cartwright. John says there are mackerel around too if you look for them. Striped bass are about over for the season. The boat still has a few open blackfish and cod dates.

Part of a fine catch of stripers made at Montauk aboard the "Marie III" by Haig Bedrossian, John Brock, Harry Smith, Charlie Lucido and Ken Bedrossian.

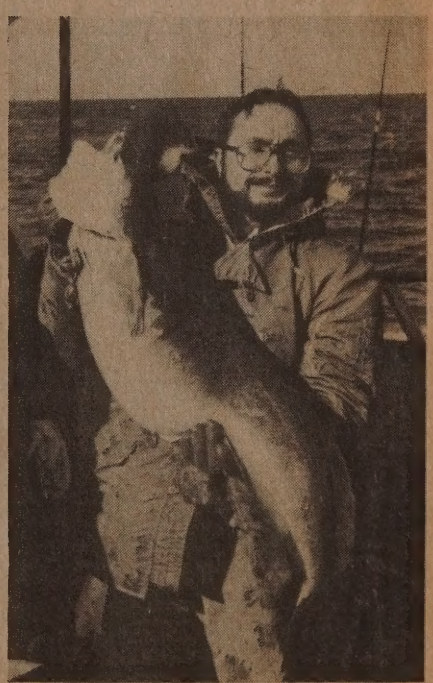
South Shore Report

by Fred Golofaro

MORICHES BAY

Over at **L & M Marine**, Larry spoke very unkindly of the steady dose of wind which has kept most anglers home doing other things. Two boats that did get out during the week managed nearly 50 flatties apiece up in the canal. The biggest were in the 1½ lb. range. Larry reminded us that he has cuddly cabins available for those seeking protection from the elements.

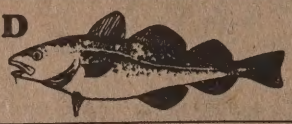
The word from **Silly Lilly Fishing Station** was no different when Gary reported the winds keeping activity to a minimum. The few boats that did



David Blank hefts the 35 lb. silver hake he decked on a Montauk trip aboard the 'Viking Star.'

CAPTREE

FIRE ISLAND
COD



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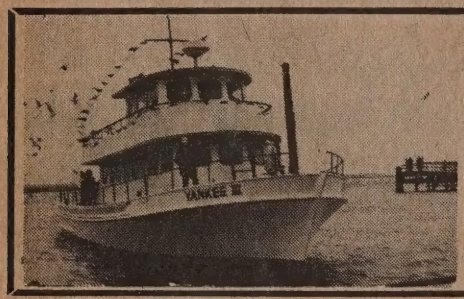

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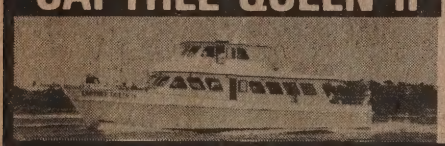
Matt and John Viol with a fine catch of flounder made at Haven's Pt. in Moriches Bay on bloodworms and chum. Courtesy of Skidmore's Fishing Station.

CAPTREE QUEEN II



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fish this past week returned with catches ranging from 30 to 50 flounder uo to 2 lbs. Haven's Point and buoy 44 continue to produce fish on worms with corn and mussel chum a big help. Saturday, Nov. 28 will be the last day of the season for the station.

OAKDALE

At **J & R Sport Center**, Dave Canale had a couple of notable weigh ins to report. Pat Amoroso of Ronkonkoma had the last cow bass to come to our attention with a fish of 40 lbs. weighed in on Friday, Nov. 20th. It was taken from the surf in the Jones Beach Area. On the fresh water side, Neil Slueter of W. Sayville used a live killy to take a 5 lb. brown trout out of bubbles falls on the Connetquot River. zhe had a half dozen other trout in the 2 to 4 lb. range during the course of last week as well. He used both killies and worms.

CAPTREE

Mark at **Captree Bait Station** said things have been pretty quiet due to the poor weather. Flounder fishing remains picky in the State Channel while good cod fishing continues on the wrecks as long as boats can make the run. The biggest cod to date was a 48¾ lber. taken on the **Speedy III** by Jeff Becker. On Sunday, a small group of anglers accounted for 25 cod aboard the **Speedy. Cpat. Bob Joseph** is also on the cod run and Capt. Charlie Kennedy noted that soem nice blackfish are mixed with the cod on the wrecks.

Capt. Rod of the open boat of the same name called to remind us that he will continue on the flounder run Fri., Sat. and Sun. whereupon he will call it a season until next March.

BABYLON

"Not doing much" was the word from Fred at **Augie's Bait & Tackle.** Some flounder in the State Channel between Gilgo and Cedar. Cod are on the wrecks when boats can get to them. Lots of wind and a big heave has made it impossible most days.

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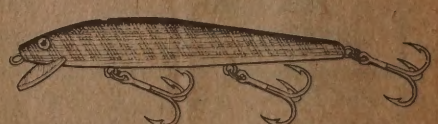

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"Clam Belly" Tony weighed this 57 lb. cow at The Store. He took it on an eel at Cedar Beach.

AMITYVILLE

Combes Bait & Tackle, George knew of a couple of decent flounder scores made in the State Channel behind Gilgo on Thursday. Not much else to report as most guys aren't bothering because of the weather.

Chris Geary with a 4½ lb. fluke taken on a killie-squid combo in the Babylon Cut. Subscriber photo.

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For Details

SEAFORD

Still some flounder at Four Corners, Florence Beach and in Massapequa Cove, but very few guys are trying according to Lon at **Wanser's Bait and Tackle.** Plenty of school bass at the Tin Can Grounds last week whenever boats were able to make the run west.

One "sharpie" did a real job on 4 to 6 lb. fish on 3 trips to the area. He trolled wire and umbrella rigs.

New York Bight Report

by Stu Miller

FREEPORT

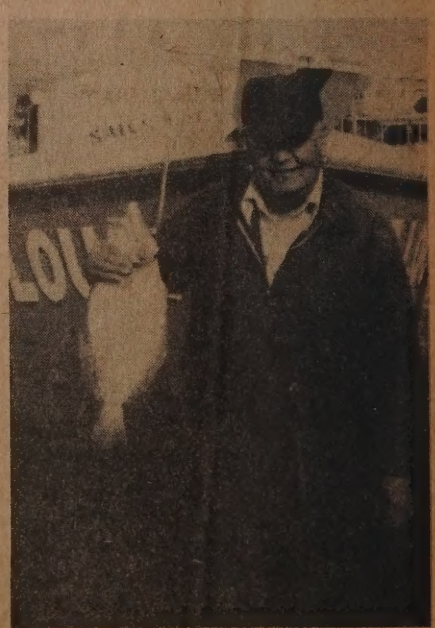
The Capt. Lou III which is still sailing for flounders at 7:30 a.m. daily reports "pretty good" flounder action with catches averaging 10-40 flatties a man each day. Captain Mike says he will be flounder fishing for a few more weeks, so come on down if you want some tasty fillets for over the winter. He's been fishing locally with fish running from ½ to 2½ lbs. With more settled weather says Mike the flounder catches should rebound again. Please note that the **Capt. Lou IV** has stopped sailing for the season.

Captain Tony of the **Miss Freeport II** reports that as of Fri., November 27th he will be sailing at 6AM daily for cod.

Captain Gary Neglia of the **Capt. Gary** called to wish you all happy holidays and that he'll see you next year.

Larry Izzo at **Mako Marina** gave us the following rundown of the weekend "The wind blew—"—"flew—and no one could see - for an hour or two.

Captain Jim of the **Super Spray II** tells us codfishing was good during the week with pool fish in the 40s every trip. Saturday was a washout due to the severe winds. On Sunday the boat fished light crowds on open bottom and they picked a few cod. The boat will be sailing a Thanksgiving Day special, leaving 5AM and



Simon Zachensky with a nice 4½ lb. fluke taken back in September aboard the Freeport open boat "Capt. Lou III."

back to the dock by 1:30PM to give fares time to get home for Thanksgiving dinner.

The **Capt. Al** reports an up and down week for cod with some days very good and some days poor. Tuesday was picky. Wednesday saw very good catches on 2 wrecks. Thursday catches were down again and Friday 30 fish were caught for 14 people. One sharpie on the boat banged away at 11 cod to 35 lbs. Al says the weather of the past week defeated the whole picture, but he had 2 excellent days nonetheless. The fish are definitely there, says the skipper and all you need to get to them is a few days of some calm weather.

ATLANTIC BEACH

Captain Ron Lepper of the charter boat **Kim** called to relate the fact that the striped bass fishing has been fabulous through Friday. The boat is averaging 30-50 stripers a day with fish from 5-15 lbs. Ron is working the channels on umbrella rigs.

LONG BEACH

Long Beach Sports Marina reports that few boats ventured out this week due to the crummy weather. Those that went and knew what they were about scored very well fishing buoy 9, buoy 5, Hog Channel and Woodmere Bay for flounders. Worms and a lot of chum were the ticket. Bernie also tells of good striped bass fishing continuing on the Tin Can Grounds with umbrellas.

SHEEPSHEAD BAY

The **Dorothy B** will be making her special cod trips this weekend, sailing 5AM Saturday and Sunday.

Good whiting catches were made Sunday by fares and fishing was surprisingly good for the sea conditions that prevailed. Ninety percent of the catch was whiting and 10 percent ling.

Captain Tom of the **Pilot II** reports that blackfishing remains super at 17 Fathom with a lot of the fish being 7-10 lbers. Tom says there are lots of mackerel around too, to the tune of 10-20 a man aside from the blackfish. The weekend was a bit of a bummer due to the severe wind and big heave on Sunday. Customers are also bagging some big ling.

Charlie at **Mike's Tackle** tells of good catches of whiting and big ling at Scotland and Ambrose. It has been mostly ling, but whiting are moving in now. Blackfishing remains good with big fish at 17 Fathoms. Some bass trolled at the Tin Can and off the 69th Street pier on bucktails and bait-tails. Schoolies.

STATEN ISLAND

Santo's Sport Shop says flounders are still being caught at pier 17 and Penny Beach on worms while some

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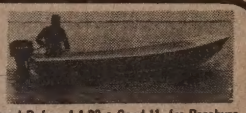

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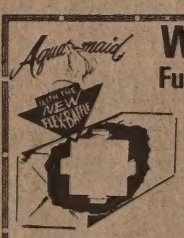

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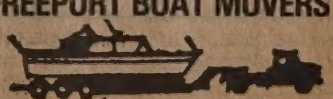

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small bass are being taken on worms off Richmond Terrace and Penny Beach.

North Shore Report

by Martin Garrell

CITY ISLAND

From **Jack's Bait & Tackle**, Jack reported some nice fat flounder in the bay for the open boats. Tommy cod are mixed with the flounder on worms. Blackfish have just about had it here and Jack figures to wrap things up after this weekend.

HUNTINGTON

From his **Four Winds Bait & Tackle Shop**, George Valentine reported quite a few bass still around Eaton's Neck up until mid-week. A couple of boats had catches in the 15 to 25 fish range. Also a few bass at Lilco on Trifin Whiptails. Flounder are still available, but very few guys are bothering.

North Fork Report

by Martin Garrell

AQUEBOGUE

Fishing activity here has died right off due to the weather, said Ed of **Warren's Bait & Tackle**. Some flounder at Indian Island and also in Petty's Bight. One boatman fished the latter one day last week and had 10 flatties between 1½ and 3½ lbs.

SOUTHOLD

At **Port Of Egypt Fishing Station**, Ace knew of a few flounder in Petty's Bight and back in the local creeks on worms, mussels and clam. Blackfish are still available at the lighthouse and Mulford Point, but very few anglers are fishing for them. Ace still has a good supply of crabs for the tautogs.

South Fork Report

by Stu Miller

SHINNECOCK

The **Capt. Clark II** remained tied up at the dock this past week due to the severe storm passing offshore. The skipper says ocean wreck trips are scheduled for Sat. and Sun., November 28 and 29 and for info you can reach him at 516-728-1709. Sunday will be the last sailing for the season and Capt. Clark wants to thank all his customers and friends for their patronage during the year.

Speck's Bait and Tackle says just a few schoolie bass were taken off the Shinnecock Rocks thru last Thursday on bait and on Rebels, but that everything was very quiet Friday, Saturday and Sunday due to the howling winds and heaving seas.

NATIONAL SCENE:

(Continued from page 6.)

involving Florida Bay and ensured that the delicate environment of the area hasn't been further degraded. The many local anglers who enjoy this area during the winter should think about joining the Everglades Protection Association. Write to Don Miller at P.O. Box 216, Islamorada, FL 33036.

AFTMA Establishes Labeling System for Rods

A quality custom rod maker wrote to me recently asking why his customers can find finished graphite rods on the market cheaper than he can buy graphite blanks for. Of course, there are various sources for the graphite material, and prices vary. However, a great many so-called graphite rods on the market today are really only partially graphite. Reputable manufacturers note that their rods are graphite composites when that is the case, but many others simply list rods as graphites even if they include only a minor proportion of graphite. Rod manufacturers have debated about putting the proportions of materials on rod labels for a decade, and it finally appears that it will be done in 1982.

A voluntary program initiated by the American Fishing Tackle Manufacturers Association (AFTMA) will provide an AFTMA label for those manufacturers listing rod content by percentage (80% graphite, 20% fiberglass, for instance). However, manufacturers will have to stand by their claims if challenged by a rival. An independent test will be conducted and the loser will have to pay the costs. Furthermore, any manufacturer found to be "fudging" on his label will be required to remove the AFTMA label.

High Tide Tables

How to use tide tables:

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and minutes as indicated from that areas station above. Example: "Shinnecock Inlet...–0 50" is listed under "ON SANDY HOOK." –0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. This is the approximate time for the high tide in the area. For low tide, add 6½ hours to this figure.

DAY	SANDY HOOK		Breakwater Harbor		NEW YORK		NEW LONDON		WILLETS POINT		BRIDGE-PORT		NEWPORT		DATE
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	
THUR.	7:25	7:40	8:15	8:30	8:05	8:25	8:50	9:20	11:25	11:55	10:50	11:15	7:15	7:35	11/26
FRI.	8:00	8:15	8:50	9:05	8:40	9:00	9:25	10:00	11:35	–	11:25	11:50	7:55	8:15	11/27
SAT.	8:35	8:50	9:25	9:45	9:15	9:40	10:00	10:40	12:15	11:50	–	12:00	8:35	8:55	11/28
SUN.	9:10	9:30	10:00	10:25	9:45	10:20	10:40	11:20	12:25	12:20	12:30	12:40	9:15	9:35	11/29
MON.	9:45	10:10	10:40	11:05	10:15	11:05	11:20	–	12:55	12:55	1:05	1:15	9:55	10:20	11/30
TUE.	10:30	10:55	11:20	11:50	10:55	11:50	12:05	12:00	1:30	1:40	1:50	2:00	10:40	11:05	12/1
WED.	11:15	11:45	–	12:05	11:45	–	12:55	12:50	2:15	2:25	2:30	2:45	11:25	–	12/2
THUR.	–	12:05	12:40	1:00	12:35	12:30	1:50	1:45	3:00	3:20	3:20	3:35	12:00	12:20	12/3

On SANDY HOOK

STATEN ISLAND	+0 27
ATLANTIC HIGHLANDS	–0 01
Red Bank, Navesink, R.I.	+0 48
Long Branch	–0 34
SHARK RIVER INLET	–0 18
Shark River Basin	+0 27
MANASQUAN INLET	–0 12
Seaside Park	–0 33
Mantoloking zbridge	+5 34
TOMS RIVER	+4 37
Waretown	+2 33
BARNEGAT LIGHT	–0 20
Manahawkin Bridge	+2 33
Beach Haven	+1 47
LITTLE EGG INLET	–0 01
Seven Islands	+0 12
Graveling Point	+1 05
Mullica River	+1 55
Grassy Bay	+1 08
ABSECON INLET	+0 14
Atlantic City Pier	–0 26
Gt. Egg Harbor Inlet	+0 12
GREAT EGG HARBOR	+0 46
CORSON INLET	+0 09
TOWNESEND INLET	+0 06
HEREFORD INLET	+0 02
Grassy Sound Bridge	+0 45
Cape May Harbor	–0 02
Rehoboth Beach	–0 07
INDIAN RIVER INLET	+0 14
SHINNECOCK INLET	–0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	–0 56
Smith's Point	+3 28
Harts Cove	+1 30
Pontunck Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	–0 38
Democrat Point	–0 38
Coast Guard Station	–0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville	+3 39
Heckscher State Pk.	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	–0 19
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	–0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	–0 00
Beach Ch. Bridge	+0 38
JFK Airport	+0 26

On BRIDGEPORT

Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	–0 03
Cranes Neck Point	+0 05
Port Jefferson Harbor	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	–0 08
Herod Point	–0 07
Mattituck Inlet	+0 19
Horton Point	–0 20
Truman Beach	–0 42
Falkner Island	–0 13
Sachem Head	–0 10
Branford Harbor	–0 07
New Haven Harbor	–0 08
Milford Harbor	–0 07
Stratford	+0 27
Shelton	+1 36
Black Rock Harbor	–0 03
Saugatuck River	–0 01
South Norwalk	+0 10
Greens Ledge	–0 01
Stamford	+0 04
Cos Cob Harbor	+0 06
Greenwich	+0 02

On NEW LONDON

Orient Point	+0 27
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Gardiners Bay	+0 21
Promised Land	–0 14
Montauk Inlet	–0 25
Montauk Point	–1 13
Niantic	+1 20
Stonington	–0 33
Noank, Mystic River	–0 23
THAMES RIVER	
Smith Cove	–0 01
Norwich	+0 09
CONNECTICUT RIVER	
Saybrook jetty	+1 10
Lyme	+1 24
Essex	+1 38
East Haddam	+2 41
Higganum Creek	+2 54

On WILLETS PT.

Little Neck Bay	–0 10
Execution Light	–0 06
Manhasset Bay	–0 01
Hempstead Harbor	–0 11
City Island	–0 03
Rye Beach	–0 28
Port Chester	–0 09
Mamaroneck	–0 08
New Rocheele	–0 24
Davids Island	–0 02

On B'WATER HB.

CAPE MAY POINT	–0 10
Miami Beach	+1 17
East Point	+0 53
Egg Island Point	+0 33
Cape Henlopen	–0 05
ROOSEVELT INLET	+0 09
Mispillion River Ent.	+0 33
St. Jones River Ent.	+0 57

On NEW YORK

Jersey City	+0 07
Geo. Washington Br.	+0 46
Spuyten Duyvil	+0 58
Ossining	+1 53
Peekskill	+2 24
West Point	+3 16
Newburg	+3 42

On NEWPORT

Sakonnet	–0 10
Tiverton	+0 21
Beavertail Point	–0 02
Prudence Is., Sandy Pt.	+0 10
Bristol	+0 10
Warren	+0 21
Nayett Point	+0 12
Pawtucket	+0 21
East Greenwich	+0 16
Wickford	+0 12
Narragansett Pier	–0 08
Point Judith Harbor	–0 07
BLOCK ISLAND	
Great Salt Pond	+0 05
Old Harbor	–0 14
Watch Hill Point	+0 44

Sunrise/Sunset

11/27	7:04	4:31
11/28	7:05	4:31
11/29	7:06	4:30
11/30	7:07	4:30
12/1	7:08	4:30
12/2	7:09	4:29
12/3	7:10	4:29

Moonrise/Moonset

11/27	7:38AM	5:31PM
11/28	8:33AM	6:14PM
11/29	9:25AM	7:01PM
11/30	10:13AM	7:54PM
12/1	10:56AM	8:51PM
12/2	11:35AM	9:51PM
12/3	12:10PM	10:54PM

Moon Phases

NEW	1st Qtr.	FULL	2nd Qtr.
12/26	12/4	12/11	12/18

The Original Knight
SOLUNAR TABLES
When To Fish Or Hunt

The schedule of solunar periods for this week as printed below have been taken from the original ***KNIGHT SOLUNAR TABLES.*** Plan your day so that you will be fishing good areas during these times when the fish should be most active. The tables are not a guarantee you will catch fish, however.
The major periods begin at the time shown and last for 1½ to 2 hours thereafter, and are in the bold type face. The minor periods are shorter in duration and lighter type face.

	AM		PM	
	Minor	Major	Minor	Major
Thurs.	4:10	10:15	4:25	10:40
Fri.	4:55	11:05	5:15	11:30
Sat.	5:45	11:55	6:05	—
Sun.	6:30	12:20	7:05	12:50
Mon.	7:25	1:15	7:55	1:40
Tues.	8:20	2:10	8:50	2:35
Wed.	9:10	3:00	9:40	3:25
Thurs.	10:05	3:55	10:35	4:20

FISHERMAN'S CLASSIFIED

To place an ad in *THE FISHERMAN'S* classified section, send in copy for the ad exactly as you wish it to read along with your check or M.O. for the full amount. Rates for non-subscribers are 30-cents per word with a 15 word ($4.50) minimum. Subscribers to *The Fisherman* receive a *Fifty-percent DISCOUNT* if they include the number off their subscription label. Classified rates for subscribers are: 15-cents per word with a 15 word ($2.25) minimum. *Discounts for extended runs:* 12 times, 5%; 35 times, 10%; and 50 times,15%. To run a photo with ad, non-subscribers add $10, subscribers $5.

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1978 21' COBIA Cuddy Cabin w/1978 Johnson 115 h.p. Power tilt/trim, compass, CB radio, VHF radio, Apelco MR301W white line recorder. Full canvas; Porta-Pottie, rod holders. Excl. cond. $6500. 212-894-0708.

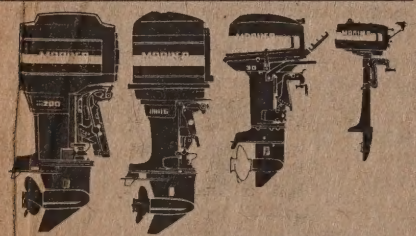
1971 80 h.p. Mercury Outboard. Runs; no controls. $200. 212-845-3141.

FOR SALE: 1978 Robalo 23' center console, 200 h.p. Evinrude. Low hrs. Dual batteries. Ross 600C recorder. Immaculate. 212-848-5957.

25' BLACKFIN Demo, 350 gas, Sitex Loran, Sitex recorder, USA radio, custom elec. box, 18' Lee outriggers, Penn Downrigger, rocket launcher, bow pulpit, teak spray rails. $29,500. BOATS, INC., 133 Main St., Niantic, Ct. 203-739-6251.

SHAMROCK 80 20' Conwalk, diesel, VHF, DF. Extras. Ultimate in fishing boats! $14,500. 516-931-1269.

12' Aluminum boat 1980 w/1980 Merc. 7.5 h.p. Both with less than 3 hrs. Sacrifice w/extras. $1350. Also brand new Davit for sale w/base & winch; 1000 lb. capacity. $275. 212-823-9100 Days or 914-636-0584 Nite.



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26' CHRIS CRAFT Cutlass; exc. cond. Twin 283 engines. Must be seen. Asking $5500. 516-271-1984.

DIESEL: 2 V6 G.M.C. engines. Very good condition. Will demonstrate. $3500 for both. Will sell singly. After 6:30PM. 516-324-2928.

1981 Boston Whaler 24' Outrage, leaning Post & Console Cover. $14,500. BOATS, INC., 133 Main St. Niantic, CT. 203-739-6251.

Holiday Sea Craft Special. 23' Superfisherman, 9 to choose from in stock. BOATS INC., 133 Main St., Niantic, CT. 203-739-6251.

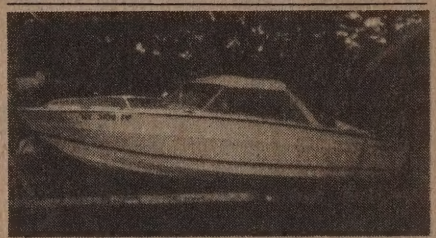
Ana Capri 23', 165 Mercruiser. Repowered 1981. New battery, 55 gal. fuel, VHF radio & depth recorder. Full canvas & winter covers. $4900. 212-627-7150.

MAKO 23, Evinrude Z35. Both '79, launched 1980. 60 hrs. Stainless T. Top; riggers, custom console, tackle locker, rocket launcher leaning post, Bennett trim tabs, 2 batt. system, saltwater washdown, tachometer, temp, volt, gauges. All canvas & cushions. Winter cover; Lowrnce 1510.B paper recorder, VHF & CB radios; bilge pump. Loaded. Mint cond.; in water, will demo. $16,200. Won't last. 516-587-0352.

WINTER STORAGE—Inside/Outside - $6 per ft. & up. AL GROVER'S, Freeport. 516-FR 8-0510.

1980 AQUASPORT 24' 6'' center console w/cuddy cabin. Full custom canvas; 1981 225 h.p. Merc. w/1981 40 h.p. Merc. auxiliary. Loran C, Si-Tex recorder, VHF, digital depth flasher, sea water temp. gauge. Outriggers; full instrumentation. Fully equipped for serious fishing. $24,000. Days: 212-223-7236. Eves/Wknds. 212-793-7920.

Pair of 125 h.p. Chrysler crowns SWC w/transmissions, new exhaust manifolds; 30 hrs. on engines. $2500 pair. Firm. 212-326-7070 Days. Ask for Tom. Engines located in Lindenhurst.



GALAXY 19' late '77, 120 h.p. Merc. stern drive. Convertible top; rod holders, CB, Coast Guard equip. With Shoreline trailer. Asking. $4400. Pl 6-0900.

1976 AQUASPORT 22' 2 Family Fisherman, 1979 Johnson 175 h.p. Twin captain chairs w/coolers, built-in tackle cabinet, Mecca white line recorder, VHF, compass, Cox tandem trailer & more. Well kept; best offer. 212-236-9615 Days. 212-987-3596. Eves.

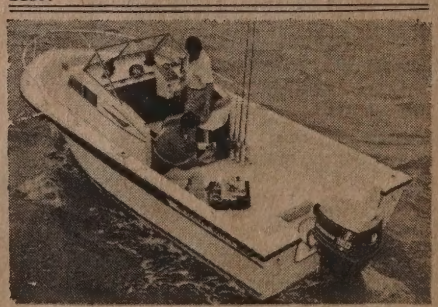
MAKO 21, Evinrude 200—both 1978. For sale; in water at end of season. Engine used only 2 yrs. Equipped w/power trim. Boat has fuel-saving Bennett trim tabs; built-in compass, bilge pump, bow cover. Avail. w/wo full elec. & outriggers. Contact Al Ristori, 201-334-8059; or leave message at Star Island Yacht Club, Montauk, 516-668-5052.

1976 21' Hallmark center console, Sea Craft type hull, '78 200 h.p. Black Max Merc w/very lo hrs. Trailer, CB, compass. Extras. Very good cond. $5000 Firm. 516-581-2380.

GALAXY '79, 19' 85 h.p. Evinrude, E-Z Load trailer. Excellent. $4900. 516-567-9424.

1974 CHRIS CRAFT 23' Tournament Fisherman. Excl. cond. 200 h.p. Inboard. Lots of extras. $7500. Call 516-765-1600 Eves.

1980 Spirit 50 h.p. elec. Excellent cond.; 15 hrs. use. Tank battery controls incl. $935. 516-281-9897.



GRADY-WHITE 21 Overnighter, 360° recessed walkaround deck. Still the leader! Official Grady-White, Johnson, OMC dealer. New Grady-White's in stock. Also, see the Privateer—a professional work & fishing center console, at low cost. Authorized repairs, mooring, winter storage. EDDIE'S MARINE, Est. 1940, 210 Beach 2nd St., Lawrence. 212-327-3168.

1965 Chris Craft Cutlass, 22' cuddy cabin; factory glass over wood. 307 Chris Craft engine, approx. 200 hrs.; CB; depth finder, VHF. All CG equipment. Extras; economical. $3500. 516-653-6866 after 5PM.

24' SPORT FISHERMAN Or Commercial 1977, cuddy cabin, hard-top. Large cockpit, Diesel. 516-422-0261.

21' F/Glass Thompson, 160 h.p. I/O, 3.5 gph at 22 kts. Outriggers, depth flasher, full canvas. Tandem trailer w/new wobbly rollers & elec. winch. Extras. At Montauk. $5000. 516-668-5760 or 516-PE 5-3326.

1981 19' STINGRAY 170 Mercruiser I/O. Power trim, full canvas. CG pkg., rod holders, swim ladder, skis. In water. Very good condition. $7400. 212-945-7046.

PRE-OWNED BOATS

20' 77 Grady 204 C. Console, 79 175 Evin., canvas, etc. 20' 76 Grady 205 Walkaround cuddy, 175 OMC, canvas, etc. $9350 - 20, 79 Grady 204-C Walkaround Cuddy, 80 175 Johnson loaded, $13,900 - 22 79 Aquasport 200 h.p, 15 hp, Cust. T Top, covers, elec. $13,900 - 24 80 Aquasport, C. Console, cuddy, '81 225 h.p. Merc., aux., covers, $21,900. 24' 80 Topaz Bimini diesel, cust. covers, gin pole, E Loran, chair, riggers $28,900 - 25 79 Robalo C. console w/horse, 2/140 hp. Evinrudes, etc. $16,500. 25 68 Bertram FB, twin Chrysler inboards, dual controls, etc. Loaded $19,900. By appt. Not in yet. 28 80 Topaz cuddy, twin dsls, tower, riggers. Cust. covers, etc. elec. $59,900. 31 80 Tiara, twin dsls, tower, Tackle Station, riggers, electronics, etc. $84,900. SUFFOLK MARINE CENTER, 264 E. Montauk Hwy., Lindenhurst, N.Y. 11757. 516-957-5200.

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1976 DURANAUTIC 14' Offshore aluminum skiff, w/1976 Johnson 9.9, 1981 Tee-Nee galvanized trailer. Many extras. Boat & motor stored since 1977; trailer never used. Everything perfect. Best offer around $1200. If you see it, you'll buy it. Call Eves. after 6PM 914-762-6159.

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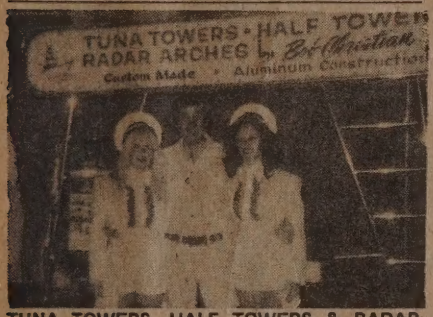

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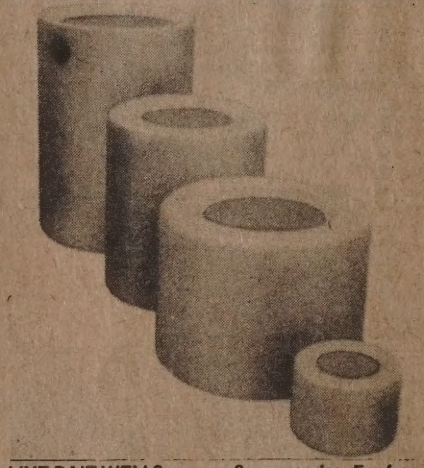

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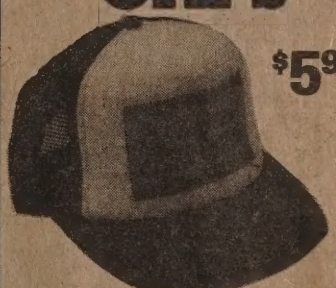

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